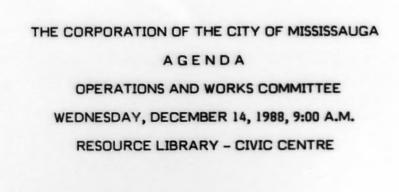
V01455 001 881214 AGENDA & MIN 198812 OPERATION & WORKS COMMITTEE MG.O FINANCE

CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL

-V01455-

LOCATION LABEL





Members: Councillor H. Kennedy (Chair)
Councillor M. Prentice
Councillor F. Dale
Councillor F. McKechnie
Councillor D. Culham
Councillor N. Iannicca

Prepared by: Linda Mailer, Clerk's Department (896-5425)
Date: December 9, 1988

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - DECEMBER 14, 1988

DEPUTATIONS - 9:00 A.M.

A. Mr. P. Solomon, representing Petro-Canada
SP 227-88
SEE ITEM 1

ITE	MFILE	SUBJECT	
1.	SP 227-88	Petro-Canada - Sidewalk Construction	
2.	D.01.04	1988 Eleven Month Review - Transit Department	
3.	D.01.04	1989 Transit System Improvements	
4.	F.05.04.05	Blue Recycling Boxes Supply/Distribution	
5.	A.02.03.02.25		
6.	T-86009	Heritage Hills III - Reduction in Major Watercourse Improvement Levy	
7.	M-578	Huron Heights Subdivision - Draw on Securities	
8.	M-622	Kaneff Residential Subdivision - Draw on Securities	
9.	M-570	Royal Park Subdivision - Assumption of Works	
10.	M-610	Indialantic Enterprises Limited - Assumption of Works	
11.	M-707	Sugar Maple Court - Deletion of Sidewalk	
12.	F.02.01	Atwater Avenue - Haig Blvd./Lakeview Golf Course - Reconstruction	
13.	T-85018	Seaview Drive Connection - Winston Churchill Blvd./Bushland Crescent	
14.	F.06.04.10	Perran Drive - Traffic Concerns	
15.	F.06.04.05	Bristol Road West - All-way Stops	
16.	F.06.04.02	Through Highway Designations	

Operations/Works			-2-	December 14, 1988
17.	F.06.04.02	Muir Road – Parking Pr	ohibition	
18.	F.06.04.05	Watline Avenue/Whittle	Road - All	-way Stop
19.	F.06.04.10	Hurontario Street - Egl Speed Limit	inton Avenu	e/Britannia Road - Reduced
20.	F.06.04.05	Loyalist Drive/Galbrait	th Drive - A	ll-way Stop
21.	F.06.04.01 F.06.04.10	Lincoln Green Way/Robin Drive/Sevenoaks Drive - Traffic Concerns		
22.	T-87039	Wimpey Subdivision - Street Name		
23.	L.02.02	Bingo Lottery Licenses	- Bingo Cit	y Hall
24.	L.02.02	Bingo Lottery Licenses	- Delta Bin	go Hall
25.	L.02.02	Special Bingo Lottery License - The Sunshine Foundation		e Sunshine Foundation
26.	F.06.02.01	Handicapped Parking -	Two Away	Zone
27.	E.02.02.21	Easement - Theodore	Drive	
28.	F.02.03.12	Easement - Mill Street	:	
29.	B.06.02	Quit Claim - Mayvon I	nvestments	Limited
30.	T-87003	Easement - Kennedy F	Road	
31.	E.02.02.02.37	Easement - Closed Ou	t Needham I	ane
32.	J.05.85016	Encroachment - Peel I	Board - Dolp	hin Public School
33.	E.04.02.02.15	Storm Sewer Crossing	- C.N.R	Troy Street/Queen Street
34.	A.03.04.11.02	Traffic Safety Council	Report 8-8	8 - November 30, 1988
35.	F.06.03.02	Crossing Guard Shorts	ige	
36.	In Camera	Property Matter		



Received by

Clerk's Files 3 9227-88

OPERATIONS/WORKS

Originator's

11 141 00046 SP-227/88W

DATE:

December 2, 1988

TO:

Chairman and Members of the Community Planning and

Development Committee

FROM:

William P. Taylor, P.Eng., Commissioner of Public Works

SUBJECT:

Major Sidewalk Construction

ORIGIN:

Request by Petro-Canada Products, 2489 North Sheridan Way for exemption from the payment of monies for a future sidewalk on North Sheridan Way as a condition of site plan approval for Application SP-227/88W.

BACKGROUND:

(1) On January 25, 1982 Council by Resolution #32 adopted the following:

BE IT RESOLVED THAT

(a) On draft plans of subdivision which have not been approved by Council as of January 25, 1982, the developers be required to pay the City the cost of constructing a sidewalk on a major road which abuts their plan of subdivision (where no sidewalk exists at the present time).

(b) That all rezoning and site plan applications which have not been approved by Council as of January 25, 1982, be required to pay for the cost of constructing a sidewalk on a major road which is adjacent to the development (where no sidewalk exists at the present time).

(c) That the cash in lieu of sidewalk construction payments on major roads be deposited in a special reserve account with interest to be credited to the Special Sidewalk Reserve Account, and that a specific amount be withdrawn annually from the account for sidewalk construction along major roads on a City-wide basis.

(2) In accordance with Clause (b) of the above Resolution Petro-Canada Products were requested to pay the City of Mississauga monies for the future construction of a concrete sidewalk on North Sheridan Way as a condition of approval for their Site Plan Application SP-227/88W.

Continued. . .

1(0)

Chairman and Members of the Community Planning and Development Committee

- 2

December 2, 1988

PRESENT STATUS:

Petro-Canada Products are requesting an exemption from the payment of the monies for the future sidewalk on North Sheridan Way on the basis that Council Resolution #32 of 1982 applies only to new developments and not to the expansion of an existing building which is the reason for their site plan application.

This department has always taken the position that if site plan approval is required then the policy applies.

COMMENTS:

Clause (b) of Council Resolution #32 of 1982 makes no provision for exemption of existing developments from the payment of monies for future sidewalks and has been applied to all site plans on major roads since its adoption by Council in 1982.

CONCLUSION:

Petro-Canada Products should be required to pay for a future sidewalk in accordance with Council Resolution #32 of 1982.

RECOMMENDATION:

That Petro-Canada Products' request for exemption from the payment of monies for a future sidewalk on North Sheridan Way in connection with Site Plan Application SP-227/88W at 2489 North Sheridan Way be denied.

W.P. Taylor, P.Eng.

Commissioner

Public Works Department

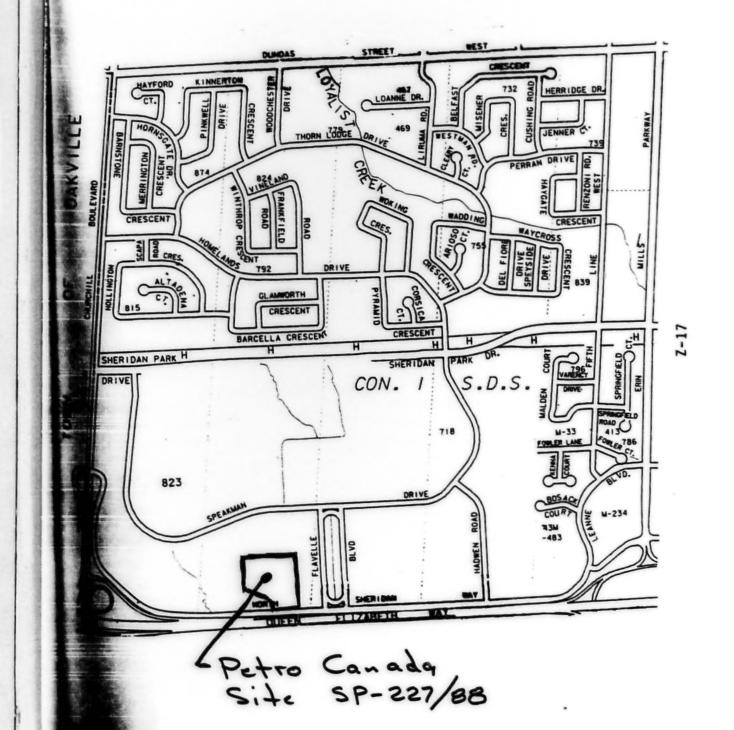
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Clerk's File

OPERATIONS/WORKS

DEC 1 4 1988

Originator's

DATE:

December 5, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

E.J. Dowling, General Manager,

Transit Department

SUBJECT:

1988 ELEVEN MONTH REVIEW

ORIGIN:

Transit Management Team

BACKGROUND:

The Transit Management Team is committed to improving the timeliness and quality of operational reporting to Council.

COMMENTS:

The target as established in the 1988 Operating Budget was to carry 17.5 million people on an improved system (1 million more than was carried in 1987). Graph 1 shows that performance to November 30, 1988 has exceeded the plan.

Actual ridership to November 30th is approximately 300,000 higher than planned. Total ridership for 1988 is forecast to be between 17.7 and 17.8 million passengers as shown on Graph 2a. The budget target was 41.6 rides per capita and we expect to reach 42.3 rides per capita by year end (Graph 2b), based on a City population of 420,600.

This ridership has created some overcrowding as more buses are full ("closed doors") and are unable to carry more passengers (Graph 3). Ridership growth forecasts indicate that we will continue to experience these problems until additional service will address this service gap, and recommend the improvements required to solve these problems.

The level of customer complaints for the first 11 months are 2.3 per 100,000 passengers, or less than 1/10th of 1 percent of all passengers.

Chairman and Members of the Operations and Works Committee

-2-

December 5, 1988

Numerous initiatives were planned for 1988 and the following is a brief status report:

Mississauga Transit Strategic Plan

The plan has been completed and the draft will be presented to Council early in 1989.

Mississauga Transit Building Needs Study

The study has been completed by R.E. Winters, and recommendations are included in 1989-98 Capital Budget requests.

Ambassador Project

Over 90 employees have "graduated" from this customer relations training programme since it was started in May 1988.

September Service Implementation

Four new routes were added to the system and have continued to grow steadily from just over 200 passengers per weekday in the first week of operation to nearly 700 passengers per weekday in November (see Graph 4).

Transit Week

The first annual "Transit Week" promotion focussed community attention on Mississauga Transit as we entered our peak ridership season. Public and employee feedback was very positive and we plan to expand the activities during Transit Week 1989. A large amount of passenger data was collected as a result of this promotion and it will be used in developing future system improvements and marketing plans.

"Talking Transit" T.V. Show

The first show aired on Cable 10 in October. We will continue to produce one show per month during the first half of 1989.

Marketing Plan (Phase II)

The plan, although not initiated yet, is scheduled to be completed by June 30, 1989.

.../3

During 1988, numerous improvements have been made to the system in April and September. The improved system carried approximately 20% more passengers per weekday in November than the system in place at the start of the year.

A financial overview, Table 1, is attached which outlines major expenditures and revenues. Expenditures are well within plan with under expenditures of \$600,000 to \$800,000 due to savings in labour costs (vacancies during 1988) and in vehicle maintenance (fuel, lubricants and repairs).

The average fare has not reached the \$0.91 as forecast in the budget. This is due to a major shift from cash fares to tickets and passes. As well, a vacancy in the marketing and sales group during 1988 has resulted in minimal sales revenues versus the amount budgeted. This combination will result in a revenues shortfall of \$200,000 to \$300,000.

The Revenue:Cost (R:C) Ratio for 1988 was planned at 52.7% and is expected to be 52.8% by year-end, based on a net surplus of \$400,000 to \$500,000.

CONCLUSION:

Performance continues to exceed targets at the end of November. We expect to surpass the ridership, rides per capita and Revenue:Cost Ratio targets set in the 1988 Operating Budget while generating a net surplus of \$400,000 to \$500,000.

RECOMMENDATION:

That the Transit Department 1988 Eleven Month Review, as outlined in the report dated December 5, 1988, be received for information.

E.J. Dowling, General Manager, Transit Department

JR:dp atts. 1.R/5



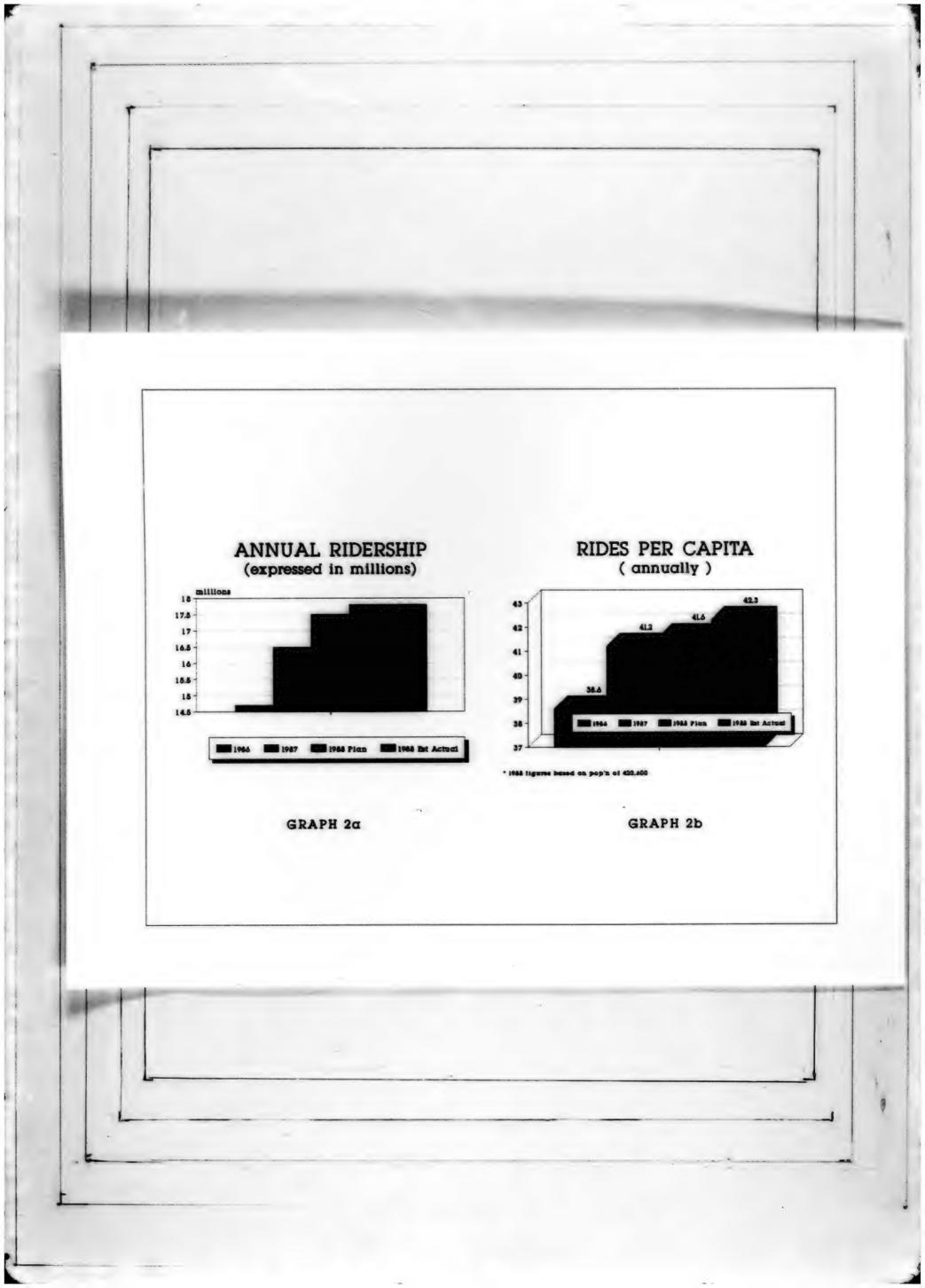
1988 FINANCIAL OVERVIEW

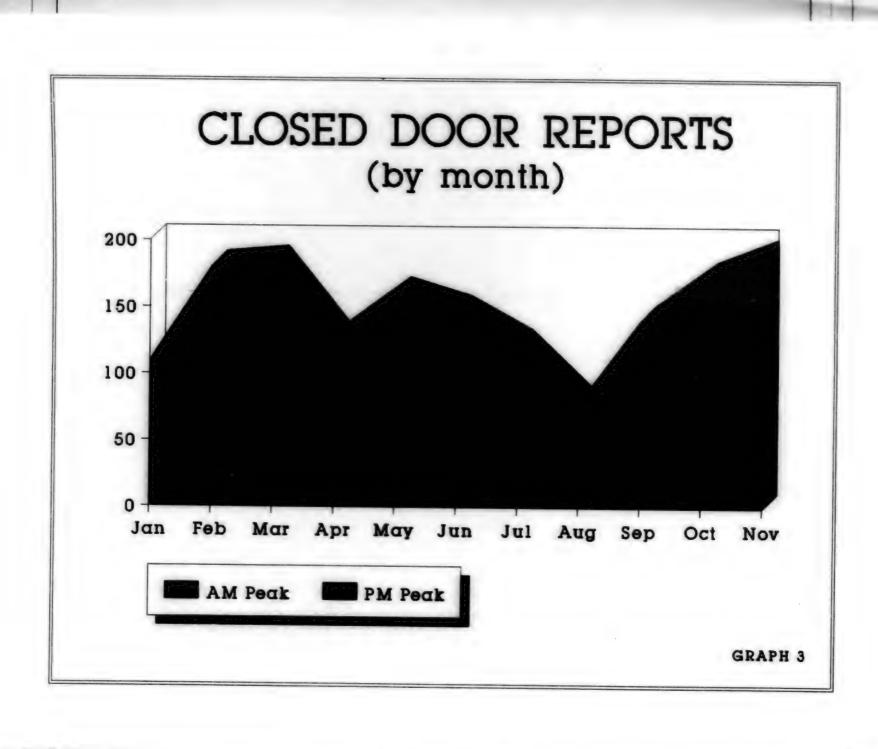
DESCRIPTION	1988 TOTAL BUDGET	YEAR-TO-DATE (EARNED/SPENT) (\$ x millions)	1988 EST YEAR-END
REVENUE			
Farebox & advertising	16.3	13.8	16.1
Provinicial Subsidies	6.9	6.0	6.9
Total Revenue	23.2	19.8	23.0
EXPENSES			
Labour Costs	21.0	17.4	20.5
Transportation Costs Maintenance	6.6	5.6	6.5
& Other Costs	3.3	2.8	3.3
Total Expenses	30.9	25.8	30.3
NET CITY COST		6.0	7.3

1988 Eleven Month Review

Table 1

MONTHLY RIDERSHIP (expressed in millions) millions 1.7 1.6 1.5 1.4 1.3 1.2 1986 - 1988 Plan 1.1 Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov GRAPH 1





AVERAGE WEEKDAY RIDERSHIP (weekly ridership/# weekdays) Rides per day 800 700 600 500 400 300 200 100 Se 6-912-16 19-23 26-30 Oc 3-7 11-14 17-21 24-2831-No 4 7-11 14-18 21-25 Rte 47 Collegeway Rte 42 Derry West Rte 28 Confederation Rte 38 Creditview * Transit Week GRAPH 4

RIDERSHIP ANALYSIS (weekdays by month) weekday in '000s monthly in '000,000s 1.7 1.35 Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Hi/Lo weekday r'ship Monthly ridership GRAPH 5



Received by

3

OPERATIONS/WORKSDEC 1 4 1988

Originator's

DATE:

December 5, 1988

TO:

Chairman and Members of the Operations & Works Committee

FROM:

E.J. Dowling, General Manager

Transit Department

SUBJECT:

1989 TRANSIT SYSTEM IMPROVEMENTS

BACKGROUND:

During the latter part of 1987, Members of Council on an individual basis, reviewed and had input into the transit system improvement plan for 1988. A phased approach was adopted with service improvements approved for April and September 1988, with the third phase pushed to 1989.

To ensure that the plan could be initiated on schedule, twelve extra buses were purchased in 1988. These buses have been received and are available to go into service as soon as staff are hired to drive and maintain them. The service could be initiated in March, 1989 with ridership projected at 400,000 for 1989.

In order to initiate service improvements by March 20, 1989, a number of activities such as hiring staff, staff training, preparation and distribution of updated route maps and schedule information must start immediately. Therefore, spending authority in the form of budget approval is required from Council. If approval was delayed until the City Budget is adopted, it would be impossible to implement the new service as planned and would postpone these improvements until September 4, 1989.

For this reason, the timing of budget approval and its impact on the system improvement plan was discussed with the City Manager and Transit staff were directed to prepare a Committee report requesting pre-approval of the budget related to these improvements. The specific items requiring pre-approval were identified and are listed on Appendix A, attached.

Chairman and Members of the Operations & Works Committee

- 2

December 5, 1988

CONCLUSION:

In 1988, twelve additional buses were purchased to initiate service improvements in January 1989. These buses are ready for service, however, additional costs to operate and maintain the vehicles, listed on Appendix A, require budget approval. Approval of these items is required to immediately in order to implement the service on March 20, 1989, otherwise the implementation date will be postponed until September 4, 1989.

RECOMMENDATION:

- (a) That the budget to implement service improvements on March 20, 1989 as outlined in Appendix A, be approved. This approval includes 31 new staff positions.
- (b) That the General Manager of the Transit Department take the steps necessary to implement these system improvements to go into effect on March 20, 1989.

E.J. Dowling, General Manager, Transit Department

JR:dp 3.R

3(4)

APPENDIX A

1988/1989 TRANSIT SYSTEM IMPROVEMENTS BUDGET

REVENUE

Farebox Revenue*	\$ 352,000
M.T.O. Subsidy	313,000
Total Revenue	\$ 665,000

EXPENSES

1	Training Officer	\$ 37,600
1	Route Supervisor	41,000
22	Operators	925,000
5	Mechanics	194,800
2	General Servicepersons	54,200
Unifor	ms	14,400
Bus Li	cences	4,300
Insura	ince (fleet)	58,800
Fuel 8	Operating	60,000
Total I	Expenses	\$1,390,000
NET C	CITY COST	\$ 725,000

^{*400,000} passengers calculated using the existing fare structure



Received by DEC 6 1986 Clerk's Dept.

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Clerk's Files F. 05.04.05 A

OPERATIONS/WORKS

DEC 1 4 1988

Originator's

DATE:

Movember 18, 1988

TO:

Chairman and Hembers of Operations and Works Committee

FROM:

William P. Taylor, P. Eng., Commissioner of Public Works

SUBJECT:

Supply and Distribution of Blue Recycling Boxes

ORIGIN:

The Operations and Works Committee

BACKGROUND:

In response to resident's requests for an additional blue box, the Operations and Works Committee has requested that Public Works staff prepare a report on the feasibility of the City purchasing its own stock of recycling boxes and making these available for sale to the General Public on a cost plus handling fee basis.

COMMENTS:

At the request of the Public Works Department, the Pinance Department has provided the following information with regard to the purchase and handling of the boxes

- a) Basic purchase price including Federal sales tax, and freight is \$6.32
- b) With the addition of the cost of silk screening the City logo, handling and 8% provincial sales tax the price to the general public will be \$9.00. This price is based upon a minimum batch order of 500 boxes.

With regards to the distribution of the boxes, the following procedure is suggested.

- a) The General Public will go to the cashiers wicket on the main floor in City Hall, pay for the box and obtain a receipt.
- b) The receipt will then be taken to the security counter on the north side of the Great Hall where the blue box will be obtained.

continued....2/

4(a)

Operations and Works Committee

-2-

November 18, 1988

- c) There will be a supply of 10 to 20 boxes at the security desk and will be periodically replenished by Public Works Staff as required.
- d) The bulk of the boxes will be stored at the Mavis Road Yard.

The publicizing of the availability of a second blue box for purchase by the resident will be done through the "Recycling News" newsletter and by Public Affairs through newspaper advertisements and Cable 10 Community Services advertisements.

Over the past four months the Public Works staff have received no requests for an additional blue box. However, there is merit in undertaking this on a trial basis for 500 boxes to determine if in fact there is a demand for an additional box.

CONCLUSION:

It is concluded that the Public Works Department in conjunction with the Finance Department undertake the sale of 500 recycling boxes to the general public at \$9.00 each.

That if the trial warrants it, blue boxes will continue to be sold to the general public.

RECOMMENDATIONS:

That the City of Mississauga undertake the sale of blue recycling boxes on a trial basis of 500 to those residents requesting an additional one.

That the blue box price be set at \$9.00 per box for the first batch of 500 boxes.

That the resident pay for the box at the cashiers wicket and pick it up at the security window beside the north entrance.

That the sale of blue boxes by the City be re-evaluated by Public Works when the 500 have been sold to determine if the program should continue.

William P. Taylor, P. Eng., Commissioner of Public Works

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DEC 6

Files A. 02.03 02.25

DEC 1 4 1988

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OPERATIONS/WORKS

December 1, 1988

TO:

DATE:

Chairman and Members of the Operations and Works

Committee

FROM:

W. P. Taylor, P. Eng., Commissioner of Public Works

SUBJECT:

Ministry of Transportation of Ontario Notification of Construction Projects at the Highways 401/403/410 Interchange

ORIGIN:

Public Works Department

BACKGROUND:

By correspondence dated October 18, 1988, the Ministry of Transportation is advising that the detailed design phase for the following works is being initiated.

- 1. Construction of interchange lanes connecting Highway 403 south of Highway 401 to Highway 410 north of Highway 401 and the construction of two bridges to accommodate the Highway 401 core lanes over the future Highway 403/410 connection.
- 2. The construction of the Highway 401 core lanes from just east to just west of Highways 403/410.

The Ministry is advising concerned agencies and the public of these projects because the studies will follow the Class Environmental Assessment process.

COMMENTS:

The Ministry has a number of projects either underway or planned in the vicinity of Highways 401/403/410. Highway 410 north of Highway 401 is currently being widened to six lanes from Steeles Avenue to Highway

The Derry Road/Highway 410 interchange is also under construction as is the ramp from northbound Highway 410 to Courtneypark Drive.

All of the above works are nearing completion and it is expected all will be open to traffic late this year. It is noted that the Ministry is not planning the immediate installation of traffic signals at the Courtneypark Drive ramp terminal. Public Works Department staff have previously requested their installation and will continue discussions with Ministry staff in this regard.

In the summer of 1988 the Ministry awarded a contract to provide and improve various connections between Highways 401 and 410. Specifically the project includes the construction of the ramp which provides movement from eastbound Highway 401 to northbound Highway 410, the ramp which allows movement from southbound Highway 410 to westbound Highway 401 and a direct ramp to provide access from southbound Highway 410 to eastbound Highway 401. Until recently, Ministry staff advised that these works were planned to be completed in late 1989.

Similarly, until recently, Ministry staff advised that in the summer of 1989 the Ministry would tender the project to provide connections between Highways 403 and 410. This work would include the construction of two bridges which will carry the Highway 401 core lanes over the Highway 403/410 connections. Completion of this work was planned in 1990.

During recent discussions, however, the Ministry has advised that this contract will now be tendered in 1990 not 1989 as previously planned. Ministry staff explained that this delay was necessary as the present contract for the construction of Highway 401/410 connections will now be completed in 1990 and not late 1989 as previously planned.

Subsequent to the above projects the Ministry intends to construct the Highway 401 core lanes from just east to just west of Highways 403/410. This work is a step towards the planned extension of the core collector system westerly to Hurontario Street and beyond. The Ministry has plans to construct this project in 1991.

Two subsequent contracts involving the reconstruction of the Highway 401 - Hurontario Street interchange and the extension of the widened Highway 401 westerly to Hurontario Street are currently planned for the mid-1990's.

Through on-going discussions and periodic liaison meetings the Public Works Department is continually requesting the Ministry of Transportation to expedite as much as possible the construction of works at Highways 401/403/410. It is felt that the current schedule to provide Highway 401/403/410 ramp connections is much overdue in terms of traffic demands in the area.

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The Ministry of Transportation is initiating the detailed design of,

- the construction of interchange lanes connecting Highway 403 to Highway 410 and the construction of two bridges for the Highway 401 core lanes over the Highway 403/410 connection,
- the construction of Highway 401 core lanes from just east to just west of Highways 403/410.

The first project is currently planned for construction during 1990 and the second project is currently programmed for construction in 1991. Previously, the Ministry had planned these as 1989 and 1990 projects. The Ministry should be requested to expedite the current project of constructing Highway 401/410 connections in order to allow the tendering of future works in 1989 and 1990 instead of 1990 and 1991.

Future work to reconstruct the Highway 401/Hurontario Street interchange and to extend the widened Highway 401 westerly to Hurontario Street is planned for the mid 1990's. The Ministry of Transportation should be requested to review the timing of the widening of Highway 401 westerly from Highway 403/410 to a core collector system and program these works immediately after Highway 401/403/410 interchange works are completed. The three contracts involved in the extension of the Highway 401 core collector system to Hurontario Street should be programmed in 1990, 1991 and 1992.

The Public Works Department is also reviewing the timing of the construction of Mavis Road in the vicinity of Highway 401 and the Mavis Road-Highway 401 interchange. Associated with this review will be an examination of the need to extend the Highway 401 core collector system westerly to Mavis Road. A report regarding this matter will be submitted to a subsequent meeting of the Operations and Works Committee.

The ramp from Highway 410 northbound to Courtneypark Drive is expected to be opened to traffic shortly. At present, the Ministry has no plans to signalize the ramp terminal. The Ministry should be requested to install the necessary signals.

RECOMMENDATION:

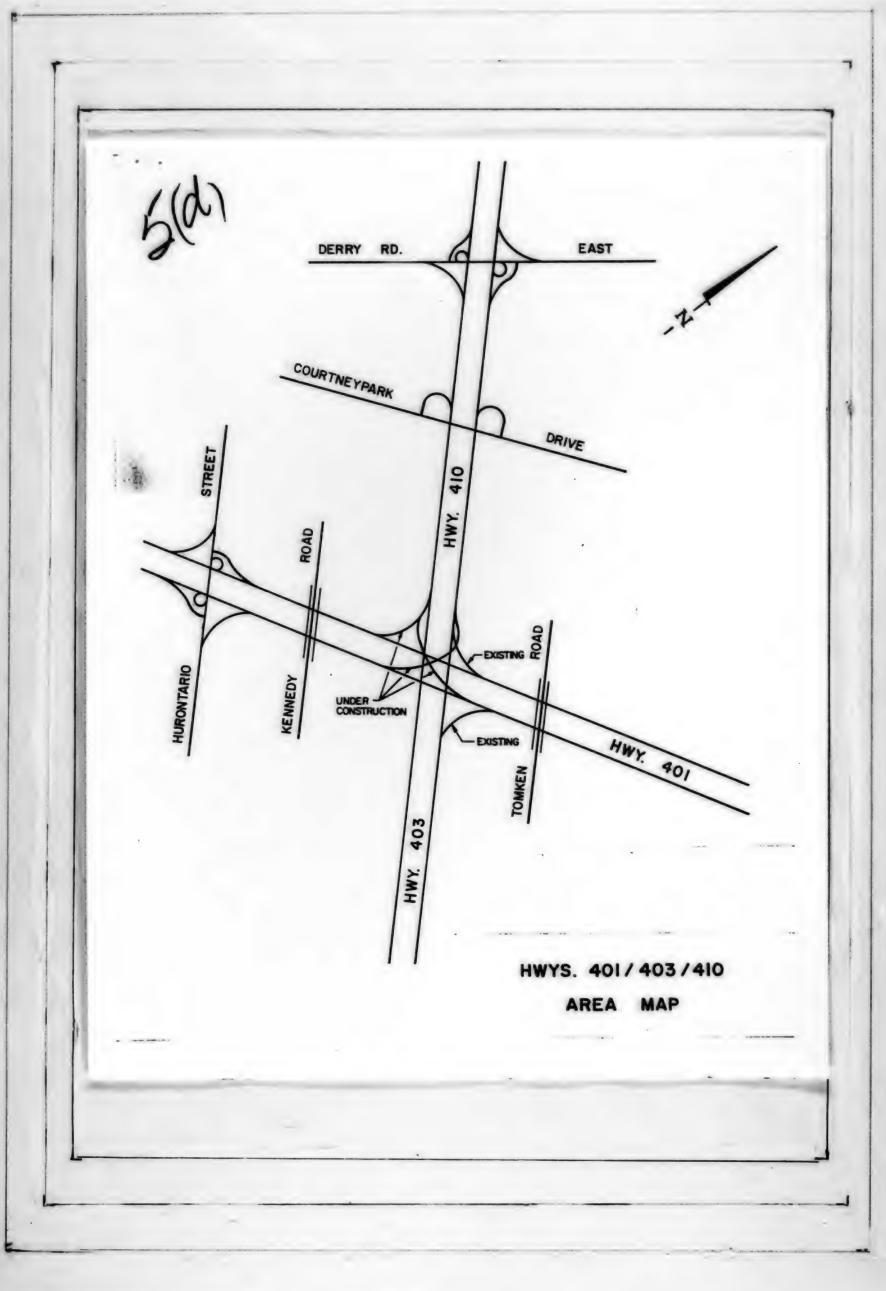
That the Ministry of Transportation be requested

- 2(0
- 1. to expedite the current project for the construction of Highway 401/410 connections such that
 - a) the construction of the Highways 403/410 connection can be tendered in 1989 instead of the currently planned 1990 and
 - b) the construction of the Highway 401 core lanes from just east to just west of Highways 403/410 can be tendered in 1990 instead of the currently planned 1991,
- 2. to review the timing of the reconstruction of the Highway 401/Hurontario Street interchange and the extension of the Highway 401 core collector system westerly from Highways 403/410 and to program these works immediately after the Highway 401/403/410 interchange works are completed, and
- to install traffic signals at the Highway 410/Courtneypark Drive ramp terminal in conjunction with the opening of the ramp to traffic.

0812E/214E

W. P. Taylor, P. Eng. Commissioner

Public Horks Department





Received by DEC 7 1988

Clerk's Files T- 86009

OPERATIONS/WORKS DEC 1 4 1988

Originator'

T-86009 11 141 00045

DATE:

November 18, 1988.

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W. P. Taylor, Commissioner of Public Works

SUBJECT:

Reduction of Major Watercourse Improvement Levy to be granted to the developer for the proposed residential subdivision known as Heritage Hills III, T-86009, located north of Eglinton Avenue West and west of McLaughlin Road.

ORIGIN:

Public Works Department

COMMENTS:

Attached is a sketch indicating the lands owned by Kee Group Inc. (4646 Heritage Hills Boulevard, Unit 4A, Mississauga, Ontario, L5R lY3) north of Eglinton Avenue West and west of McLaughlin Road.

As part of the Servicing Agreement for Heritage Hills I Plans 43M-635 and 43M-636 the Kee Group Inc. constructed a box culvert to provide drainage for this development and external upstream lands. The value of these works was estimated to be \$223,911.60. In addition, the developer contributed \$110,000.00 towards the construction of a drainage channel from the north-west quadrant of Highway 403/Hurontario Street westerly for a distance of approximately 920 metres.

Based on the above works and contribution made by the developer, City Council approved a full credit against the \$203,621.16 in Major Watercourse Improvement Levies payable for Heritage Hill I (43M-635 and 43M-636), leaving a residual levy credit potential of \$130,290.44.

The Kee Group Inc. is now preparing to register Heritage Hills III (T-86009) for which \$208,450.02 (25.45 ha x \$8,194.50) in Major Watercourse Levies are payable and is asking that a Major Watercourse Levy credit be considered for these previous works.

Public Works are prepared to recommend a maximum credit of \$100,000.00.

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T-86009 11 141 00045

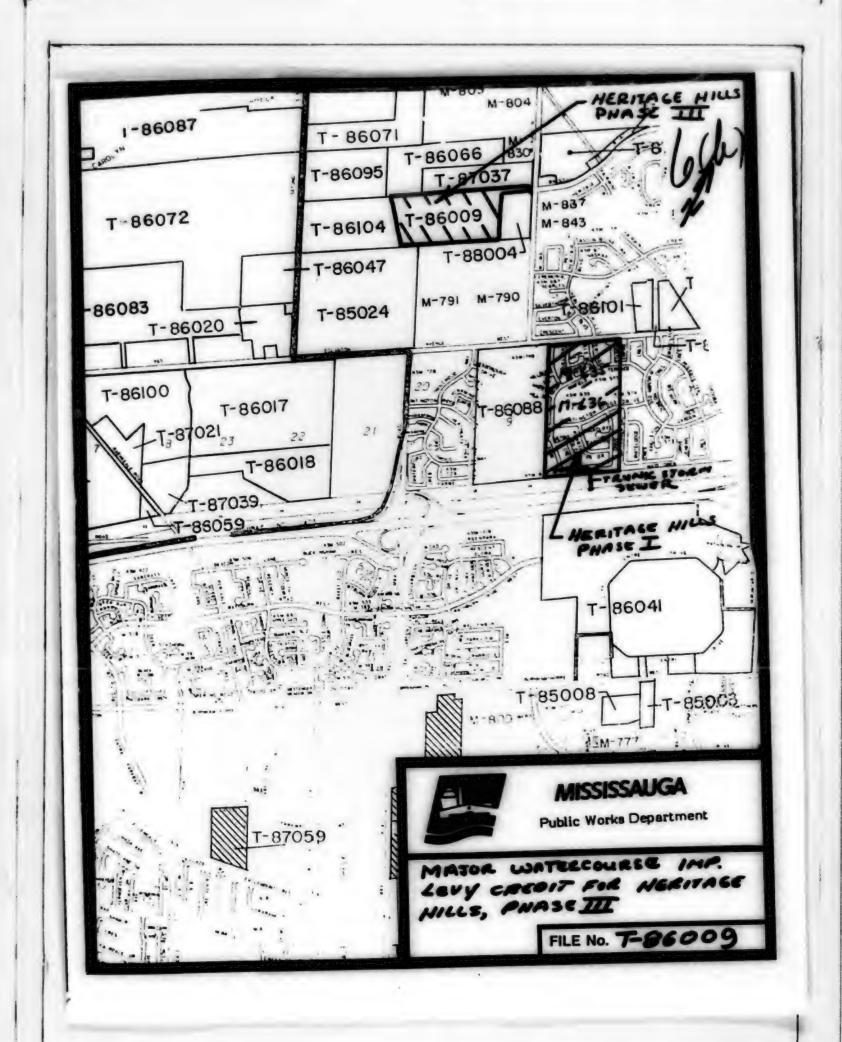
CONCLUSION:

As the storm sewer outlet for Heritage Hills III (T-86009) enters the system previously constructed in Heritage Hills I, the developer should receive a Major Watercourse Improvement Levy reduction for Plan T-86009 in the amount of \$100,000.00.

RECOMMENDATION:

That a credit in the amount of \$100,000.00 in the Major Watercourse Improvement Levy be afforded to the Kee Group Inc. for their proposed residential development T-86009 located north of Eglinton Avenue West and west of McLaughlin Road.

ОРТАВ 0942/163E W. P. Taylor, P. Eng. Commissioner Public Works





DEC 7

Clerk's Files M-578 CO

OPERATIONS/WORKS

DEC 1 4 1988

M-578 11-141-00045

DATE:

November 2, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT:

Draw on the developer's securities for the completion of the acoustical fence on Lot 277 and Block 307, Plan 43M-578, Huron Heights Subdivision, located south of Eglinton Avenue East and

east of Hurontario Street (sketch attached).

ORIGIN:

Servicing Agreement between 556727 Ontario Limited (c/o Kaneff Properties Limited, 1300 Central Parkway West, Mississauga, Ontario, L5C 4G8) the City of Mississauga and the Regional Municipality of Peel dated November 14, 1984.

BACKGROUND:

Under the terms of the Servicing Agreement for the subject development, the developer is required to install a 2.0 metre concrete acoustical fence along the north property line of Lot 277, Plan 43M-578, and along the west side of lot 277 within the adjacent Block 307, Plan 43M-578. The developer was requested, in writing, to install the acoustical fence, in a letter from this department dated May 6, 1988. A subsequent letter, dated September 26, 1988, was forwarded to Kaneff Properties Limited by this department requesting that the acoustical fence be installed on or before October 15, 1988.

To date, the installation of the acoustical fence on Lot 277, and Block 307 at Lot 277, Plan 43M-578 has not been carried out by the developer.

COMMENTS:

The City nolds a Letter of Credit for Plan 43M-578 in the amount of \$1,075,600.00.

It has been determined that the cost to undertake these works will be approximately \$17,500.00.

CONCLUSION:

The City of Mississauga is justified in drawing on the developer's securities for the supply and installation of the 2.0 metre high concrete acoustical fence on Lot 277 and Block 307, Plan 43M-578 under the terms of the Servicing Agreement.

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7(a)

Operations and Works Committee

RECOMMENDATION: That with respect to the 2.0 metre high acoustical fence on Lot 277 and Block 307, required under the Servicing Agreement for Plan 43M-578, Huron Heights Subdivision, located south of Eglinton Avenue East and east of Hurontario Street:

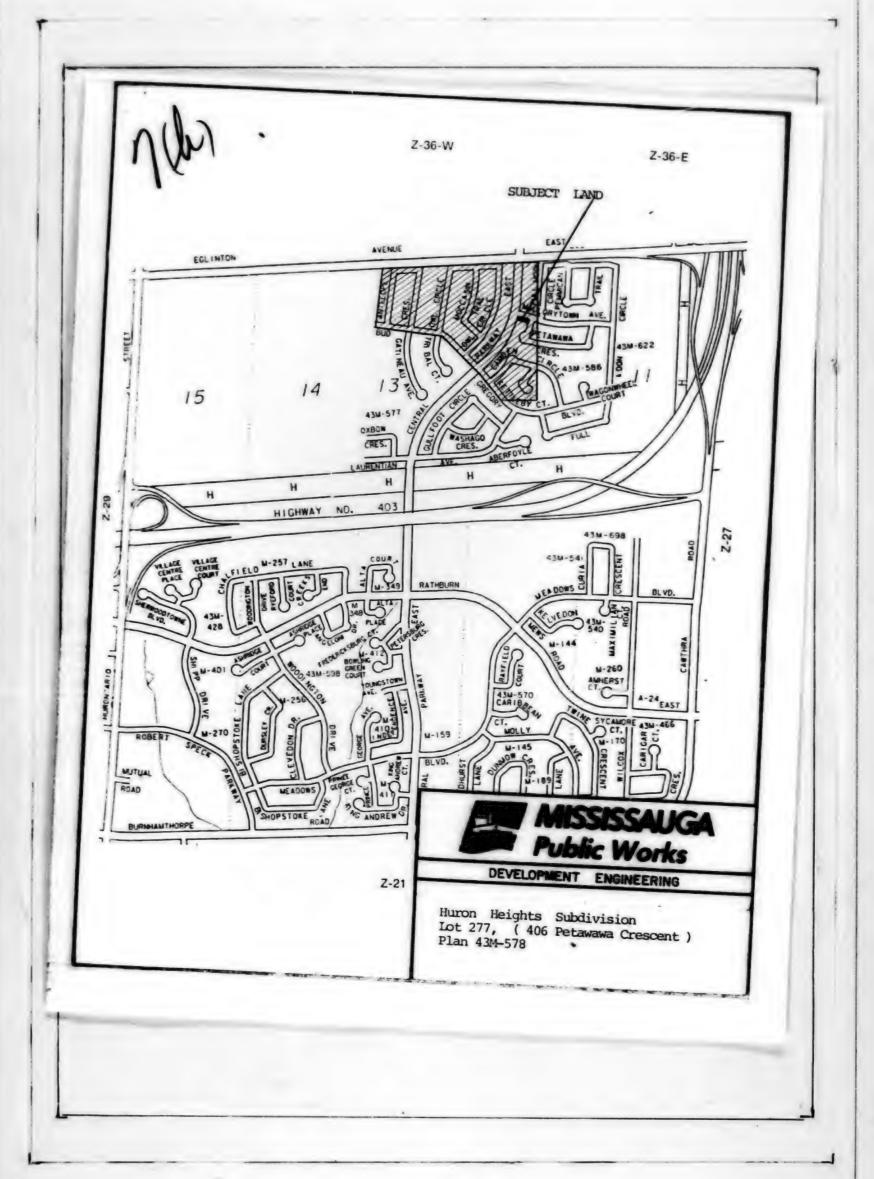
- the City construct these works at an estimated cost of \$17,500.00,
- b) the City draw on the developer's Letter of Credit (current value \$1,075,600.00) securing the Servicing Agreement for Plan 43M-578, to defray the actual costs incurred by the City pursuant to recommendation a) above.

0389E/223E

Attachment

c.c. Councillor L. Taylor
W.H. Munden
P. Marchiori
R.G. Charlton
A.K. Drzewiecki
W.J. Richmond
M. Maveal
L.J. Harvey
G.J. Savage, Region of Peel
Kaneff Properties Ltd. (FAX)
Attn. Mr. A. Bursens

W. P. Taylor, P. Eng. Commissioner Public Works Department





Servis Dept. DEC 7 1988

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OPERATIONS/WORKS DEC 1 4 1988

Originator's

M-622 11-141-00045

DATE:

November 2, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT:

Draw on the developer's securities for the completion of the acoustical fence on Lot 1, Plan 43M-622, Kaneff Residential Subdivision, Phase 2, located south of Eglinton Avenue East and west of Central Parkway East (sketch attached).

ORIGIN:

Servicing Agreement between 556727 Ontario Limited (c/o Kaneff Properties Limited, 1300 Central Parkway West, Mississauga, Ontario, L5C 4G8) the City of Mississauga and the Regional Municipality of Peel dated June 10, 1985.

BACKGROUND:

Under the terms of the Servicing Agreement for the subject development, the developer is required to install a 2.0 metre concrete acoustical fence along the north and east property lines of Lot 1, Plan 43M-622. The developer was requested, in writing, to install the acoustical fence, in a letter from this department dated May 6, 1988. A subsequent letter, dated by this department requesting that the acoustical fence be installed on or before October 15, 1988.

To date, the installation of the acoustical fence on Lot 1, Plan 43M-622 has not been carried out by the developer.

COMMENTS:

The City holds a Letter of Credit for Plan 43M-622 in the amount of \$237,808.70.

It has been determined that the cost to undertake these works will be approximately \$25,000.00.

CONCLUSION:

The City of Mississauga is justified in drawing on the developer's securities for the supply and installation of the 2.0 metre high concrete acoustical fence on Lot 1, Plan 43M-622 under the terms of the Servicing Agreement.

....2



Operations and Works Committee

RECOMMENDATION: That with respect to the 2.0 metre high acoustical fence on Lot 1, required under the Servicing Agreement for Plan 43M-622, Kaneff Residential Subdivision, Phase 2, located south of Eglinton Avenue East and west of Central Parkway East:

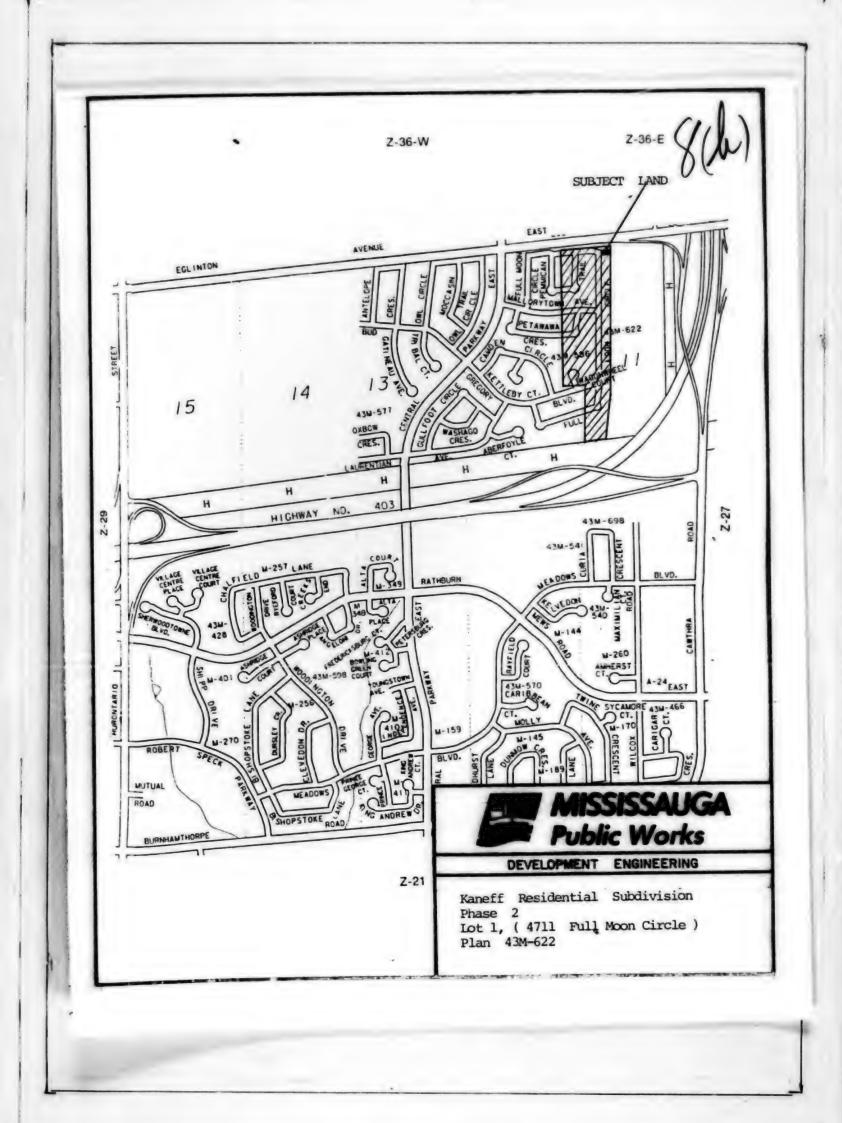
- the City construct these works at an estimated cost of \$25,000.00,
- b) the City draw on the developer's Letter of Credit (current value \$237,808.70) securing the Servicing Agreement for Plan 43M-622, to defray the actual costs incurred by the City pursuant to recommendation a) above.

10389E/223E

Attachment

c.c. Councillor L. Taylor
W.H. Munden
P. Marchiori
R.G. Charlton
A.K. Drzewiecki
W.J. Richmond
M. Maveal
L.J. Harvey
G.J. Savage, Region of Peel
Kaneff Properties Ltd. (FAX)
Attn. Mr. A. Bursens

W. P. Taylor, P. Eng. Commissioner Public Works Department





Clerk's Files M-570 CO

OPERATIONS/WORKS

DEC 14 1988

DATE:

November 28, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W.P. Taylor, P.Eng., Commissioner, Public Works Department

SUBJECT:

Assumption of the municipal works for Royal Park Subdivision, Registered Plan 43M-570, located north of Burnhamthorpe Road East, and east of Meadows Blvd. (sketch

attached).

ORIGIN:

Servicing Agreement between Craigmount Construction Company Limited, (53 Craigmount Drive, Willowdale, Ontario M2H 1C8), the City of Mississauga and the Regional Municipality of Peel dated September 10, 1984.

COMMENTS:

The subject development consists of twenty-three (23) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services in the above mentioned plan. The remaining securities in the amount of \$52,405.10 (LC# KNJ 2064/302) and \$1,572.70 (LC #KNJ 2065/ 302) should be released to the developer, Craigmount Construction Company Limited.

CONCLUSION:

It is concluded that, since the developer has complied with all the requirements of the Servicing Agreement, the City should assume the municipal works and release all remaining securities for this subdivision.

·····/cont'd



Operations and Works Committee

RECOMMENDATION: That The City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the the Servicing Agreement for Craigmount Construction Limited, Registered Plan 43M-570, located north of Burnhamthorpe Road East and east of Meadows Blvd.
- return the Letters of Credit securing the b) Servicing Agreement for Registered Plan 43M-570 (currently valued at \$52,405.10 LC# KNJ 2064/302, 1,572.70, LC #KNJ 2065/302) to the developer Craigmount Construction Ltd.,
- enact a bylaw establishing the road allowances within Registered Plan 43M-570 as public c) highway and part of the municipal system of the City of Mississauga.

W. P. Taylor, P. Eng. Commissioner Public Works

/223E.16

R. G. Charlton

L. Harvey

J. Pitushka

W. H. Munden I. W. Scott

J. D. McKitchen, Region of Peel

P. Marchiori P. Davies

Adamson, Lawson Surbray

Att.





Clerk's Files M-610 Co

OPERATIONS/WORKS DEC 1 4 1988

DATE:

November 28, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

W.P. Taylor, P.Eng., Commissioner, Public Works Department

SUBJECT:

Assumption of the Municipal Works for Indialantic Enterprises Limited, Registered Plan 43M-610, located north of Lakeshore Road west and east of Clarkson Road

north (sketch attached).

ORIGIN:

Servicing Agreement between Indialantic Enterprises Limited, (1900 Dundas Street West, Suite 245,

Mississauga, Ontario, L5K 1P9), the City of Mississauga and the Regional Municipality of Peel dated on April 22,

1985.

COMMENTS:

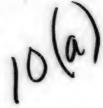
The subject development consists of twenty-nine (29) residential lots. As far as the Public Works Department is concered, the developer has complied with all of the requirements of the Servicing Agreement and the installation of the municipal services in the above mentioned plan. The remaining securities in the amount of \$50,939.78, LC #1275/0164, should be released to the

developer, Indialantic Enterprises Limited.

CONCLUSION:

It is concluded that, since the developer has complied with all the requirements of the Servicing Agreement, the City of Mississauga should assume the municipal works and release the remaining securities for the subdivision.

····/cont'd



Operations and Works Committee

RECOMMENDATION: That the City of Mississauga:

- assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Indialantic Enterprises Limited - Pengilley Place, Registered Plan 43M-610, located north of Lakeshore Road West and east of Clarkson Road North,
- b) return the Letter of Credit securing the Servicing Agreement for Plan 43M-610 currently valued at \$50,939.78 LC # 1275/0164) to the developer Indialantic Enterprises Limited,
- enact a bylaw establishing the road allowances within Registered Plan 43M-610 as public highway and part of the municipal system of the City of Mississauga.

0389E/143E.14

W.P. Taylor, P.Eng. Commissioner Public Works Department

Encls.

cc: R. G. Charlton

L. Harvey

J. Pitushka

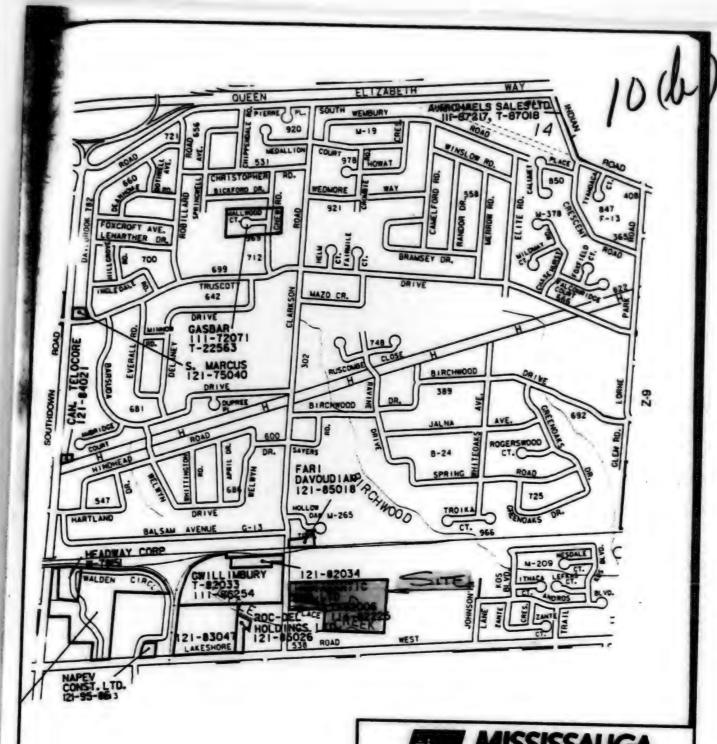
W. H. Munden I. W. Scott

J. D. McKitchen, Region of Peel

P. Marchiori

P. Davies

Adamson, Lawson Surbray





DEVELOPMENT ENGINEERING

PENGUILLEY PLACE 43M-610, Z-10

Z-3



DEC 14 1988

11 141 00045

OPERATIONS/WORKS.

November 14, 1988

Chairman and Members of the Operations and Works Committee

FROM:

DATE:

W.P. Taylor, P.Eng., Commissioner, Public Works Department

SUBJECT:

Deletion of Sidewalk on the north side of Sugar Maple Court, lots 1 to 9, Plan 43M-707, Hesport Residential Subdivision, located north of Burnhamthorpe Rd. and east

of Golden Orchard Drive (sketch attached).

ORIGIN:

Servicing Agreement dated July 16, 1986 between Hesport Investments Ltd. (1700 Langstaff Rd., Concord, Ontario, L4K 3S3), the City of Mississauga and the Regional

Municipality of Peel.

BACKGROUND:

In accordance with the terms of the Servicing Agreement for Plan 43M-707 the developer is required to construct a 1.5 metre concrete sidewalk on the north side of Sugar Maple Court fronting lots 1 to 9 (inclusive) of that plan. The sidewalk was to terminate at the east limit of Sugar Maple Court adjacent to Golden Orchard Park. There is an existing walkway system with the park.

The Operations and Works Committee at its meeting of June 1, 1988, considered the report dated May 4, 1988, from the Public Works Department, (a copy of which is enclosed as Appendix A) and recommended the following:

OW-225-88 - That the report dated May 4, 1988, from the Commissioner of Public Works, recommending that notwithstanding the requirements of the Servicing Agreement for Hesport Subdivision, Plan 43M-707, located north of Burnhamthorpe Road East and east of Golden Orchard Drive, the developer be advised that the requirement for the construction of a 1.5 metre concrete sidewalk on the north side of Sugar Maple Court be waived on condition that the developer pay to the City a cash-in-lieu settlement equivalent to the cost of the sidewalk construction, be deferred pending further investigation of the wishes of the area residents.

..../cont'd

11(a)

Operations and Works Committee

This recommendation was adopted by the Council of the Corporation of the City of Mississauga at its meeting of June 13, 1988.

COMMENTS:

This department has now received the signatures of additional residents on both Sugar Maple Court and Silver Grove Court for a total of 18 of a possible 21 residents in Plan 43M-707 (copies enclosed as Appendix B) requesting that the proposed sidewalk not be constructed. Three lots are unsold or unoccupied at this time.

Council Recommendation OW-211-86 adopted August 13, 1986 amended the existing City Sidewalk Policy deleting the requirement that a sidewalk be constructed on one side of a cul-de-sac even where the sidewalk will form a link in an existing walkway system unless the Recreation and Parks Department require the walk to be built as a major pedestrian thoroughfare. The Recreation and Parks Department has been consulted and has no objections to the deletion of the sidewalk.

CONCLUSION:

In that the majority of the residents of Plan 43M-707 have petitioned the City to delete the sidewalk on the north side of Sugar Maple Court and since current City Policy no longer requires a sidewalk on residential cul-de-sacs, the proposed sidewalk should be deleted. As a condition of the deletion of the proposed sidewalk on the north side of Sugar Maple Court the developer should be required to pay to the City a cash-in-lieu settlement equivalent to the cost of this construction, to the satisfaction of the Commissioner of Public Works.

RECOMMENDATION:

That notwithstanding the requirements of the Servicing Agreement for Hesport Subdivision, Plan 43M-707, located north of Burnhamthorpe Rd. E. and east of Golden Orchard Drive, the developer be advised that the requirement for

..../cont'd



Operations and Works Committee

the construction of a 1.5 metre concrete sidewalk on the north side of Sugar Maple Court is waived on the condition that the developer pay to the City a cash-in-lieu settlement equivalent to the cost of the sidewalk construction.

89E/143E.11

Encls.

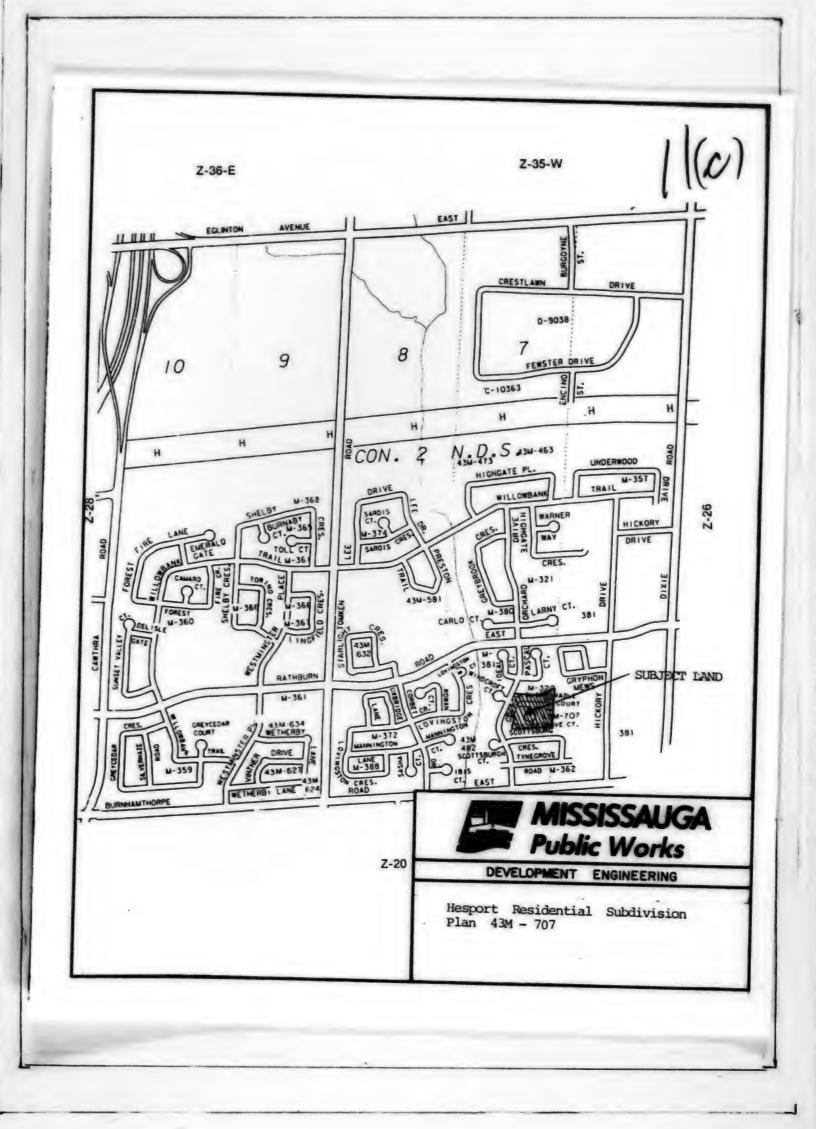
cc: R. G. Charlton

I. W. Scott

W. H. Munden A. K. Drzewiecki W. J. Richmond

J. Buckingham

W. P. Taylor, P. Eng. Commissioner Public Works Department



16 111 85219 \ 11 141 00045

DATE:

May 4, 1988

TC:

Chalcman and Morbers of the Operations and Works Committee

FROM:

W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUPLECT:

Deletion of Sidewalk on the north side of Sugar Maple Court, lets 1 to 9, Plan 431-707, Mespert Residential Submivision, located north of Durnhamthorpe Ft. and east of Onlown Orchard

Crave (sketch attached).

ORICIN:

Servicing Agreement dated July 16, 1986 between Hesport Investments Ltd. (1700 Langstoff Rd., Concord, Ontario, L4K ISD), the City of Miss'ssauce and the Regional Bunicipality of

BACKCROUND:

In accordance with the terms of the Servicing Agreement for Plan 431-707 the developer is required to construct a 1.5 retre concrete sinewalk on the north side of Sugar haple Court fronting lots 1 to 9 'inclusive' of that plan. The signwalk was to terminate at the most limit of Sucar Maple Court adjacent to Colden Crehard Park. There is an existing walkway

system within the pack.

COMENTS

This expertment has received a petition cated April 15, 1988 from 15 of a possible 21 residents in Plan 43M-707 (copy enclosed) remarking that the proposed sinewell not be construction. Four lots are unseld or unoccupied at this time.

Council Exercisencation CM-211-86 adopted August 13, 1986 amenand the existing City Stdewalk Policy releting the requirement that a siricwalk to constructed on one side of a cul-de-sac even where the sidewalk will form a line in an existing walkway system unless the Recreation and Parks Department require the walk to be built as a major perestrian thereushfare. The Promeation and Parks Department has perconsulted and has no objections to the deletion of the sicewalk.

SOLICUSION.

In that the rejerity of the residents of Plan 43M-707 have petitioned the City to delete the sidewalk on the north side of Sugar Maple Sourt and since current City Policy no Imnger requires a sidewalk on residential cul-de-sucs, the proposed sinewall should be meleted. As a condition of the relation of the processor eliminate on the north side of Sugar Haple Coust

APPENDIX A

Operations and Works Corn thou

May 4, 1988

1(0)

the developer should be required to pay to the City a cash-in-line settl sent equivalent to the cost of this construction, to the setisfaction of the Cormissioner of Public Works.

Agreement for Hespirt Subdivision, Plan 43M-707, located north of Burnhamthorpe Rd. E. and east of Colden Grobard Drive, the developer be advised that the requirement for the construction of a 1.5 metre concrete sidewalk on the north side of Super Haple Court is waived on the condition that the developer may to the City a cash-in-line settlement equivalent to the cost of the sidewalk construction.

ORIGINAL SIGNED BY

W. P. Taylor, P. Eng. Commissioner Public Works Emportrent

PG/jan 0389E/143E

c.c. R.G. Charlton

I.W. Scott

H.H. Minden R.T. Rinne

W.J. Fichmond

De Zen Construction Company Limited

October 5,1988.

118/

E: SIDEWALK ON NORTH SIDE OF SUGAR MAPLE COURT MISSISSAUGA

This is to acknowledge that we do not want a sidewalk installed on the north side of Sugar Maple Court.

LOT 1 Sugar Maple Court

5. Hands

LOT 5 Sugar Maple Court - Still Dolongs 101220 per: R. Palmieri

LOT 9 Sugar Maple Court

LOT 15 Silvergrove CourtSILL Rolongs to Ne Zen- per: R. Palmieri

LOT 21 Sugar Maple Crt.

23 Windsor Street Toronto, Ontario M8Y 2V9

255**-0890** 255-3920

APPENDIX B

16 III 85229 Friday, April 15, 1988.

Stated that all property holders of; Sugar Maple Crt., and Silvergrove dresent agree that they do not want any silewalks going through Sugar Maple Crt. The following signatures are of the property holders of; Sugar Maple Crt., and Sibergrove protesting against the silewalk;



Lot#1; not soli

Lot#4: Gets 40

Lot#5; not sol1

Lot#6: //

Lot#7:not regestered yet.

Lot 8: Ni Kusnov

LOt#9;

Lot#10; man

Lot#11; .

Lot-12; 7.

Lot#13; & Palmer

Lot#14; Mener

Lot#15; not soli

Lot#16; 196

Lot#17;_

Lot#18:

Lot#19;

Lot#20: Jam le

/ Lot#21; not regestered.



Clerk's Files F. 02.01

OPERATIONS/WORKS

DEC 1 4 1988

12 241 89021 11 141 00045

DATE:

October 24, 1988

TO:

Chairman and Members of Operation and Works Committee

FROM:

William P. Taylor, P.Eng., Public Works Department

SUBJECT:

Reconstruction of Atwater Avenue from Haig Boulevard to

Lakeview Golf Course

ORIGIN:

Petition on behalf of the East Atwater Ratepayers Association

(Report #298-87)

COMMENTS:

The section of Atwater Avenue between Haig Boulevard and the Lakeview Golf Course is 131m long (430 feet) containing a driving surface in poor condition and drained by side ditches. The balance of Atwater Avenue, west of Haig

Boulevard is a curbed roadway in fair condition.

The section of Atwater Avenue between Haig Boulevard and the Lakeview Golf Course serves some 10 dwellings that front on it. A petition from the homeowners requests that Atwater east of Haig Boulevard be reconstructed to a curb and gutter standard without sidewalks. The work involved and related estimated costs are as follows:

Reconstruction of the Road to C & G Section \$55,000.00 Storm Sewer Upgrade

\$15,000.00

Intersection Readjustment at Haig Boulevard Engineering and Contingencies

\$10,000.00 \$ 5,000.00

Utility Relocation

\$ 5,000.00

TOTAL

\$90,000.00

CONCLUSION:

In order to eliminate the drainage concerns, the deficient running surface and provide a consistent road section for residents of Atwater Avenue, this road should be addressed in

the 1989 Asphalt Resurfacing Program.

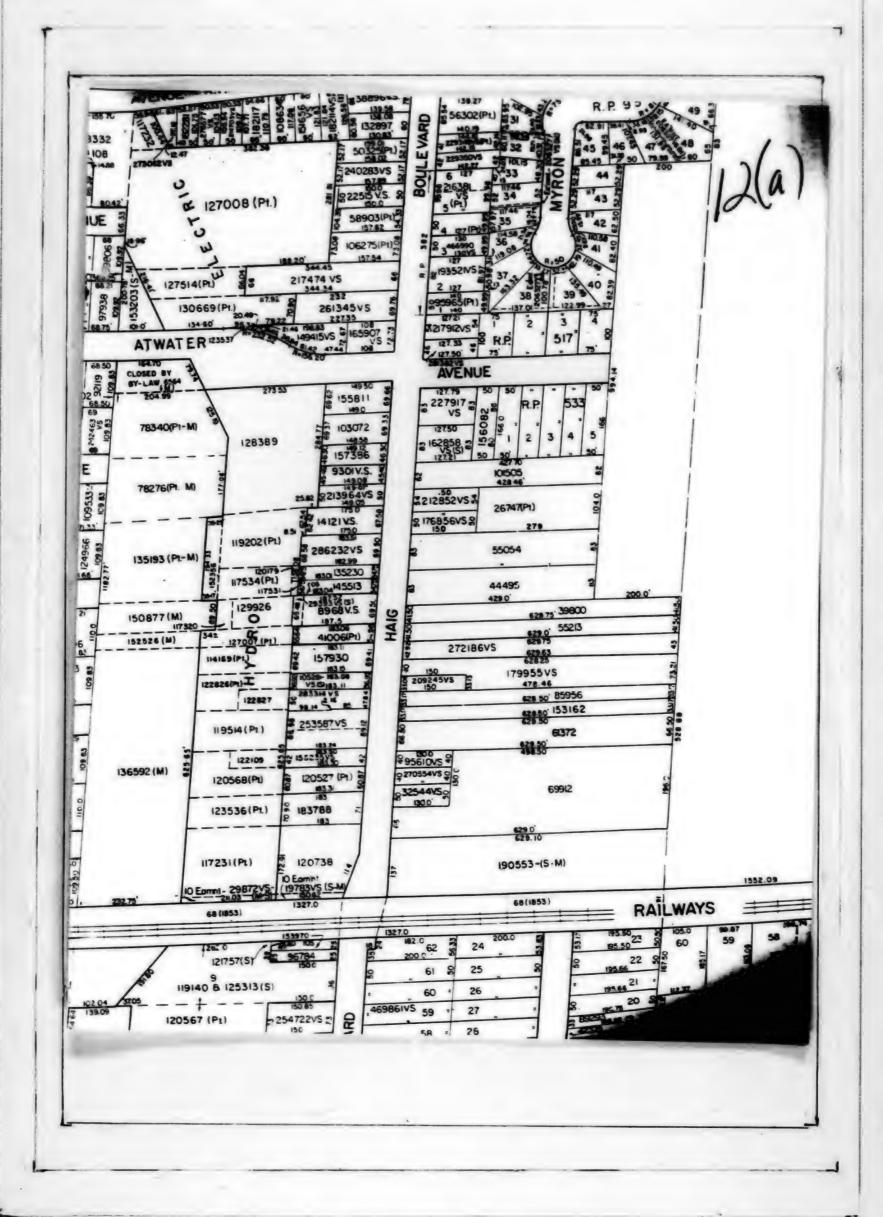
RECOMMENDATION: The reconstruction of Atwater Avenue from Haig Boulevard and the Lakeview Golf Course to a residential curb and gutter

section be considered for inclusion in the 1989 Asphalt Resurfacing Program.

William P. Taylor, P. Eng.

Commissioner

Public Works Department





Received by OCT 18 1988

Clerk's Files T- 850/8 F. 02.03

OCT 2 6 1988

OPERATIONS/WORKS____

Originator's 11 141 00045 Files T-85018

DATE :

October 13, 1988

TO :

Chairman and Members of Operations and Works

FROM:

W. P. Taylor, Commissioner, Public Works Department

SUBJECT :

Closing of temporary Seaview Drive connection from Winston Churchill Blvd to Bushland Crescent

ORIGIN :

Public Works Department

BACKGROUND :

The Ward Councillor and several of the area residents have become concerned with the temporary connection of Seaview Drive from Bushland Crescent to Winston Churchill Blvd.

The original design of this subdivision in the early 1970s called for the only access to Winston Churchill Blvd to be via Stockholm Road to the south. However, Bushland Crescent and Seaview Drive were cut off from Stockholm Road because of a small holdout property fronting on Winston Churchill Blvd and therefore the temporary road connection over lot 68 of the subdivision was installed as a temporary measure.

A subdivision application was received in 1985 for the lands between Stockholm Road and Seaview Drive, however the plan has shown little activity over the last two years.

It was suggested that the area residents be polled to determine their wishes with respect to maintaining the access over lot 68 recognizing that the subdivision to the south which would complete Bushland Crescent may not evolve for some time.

Survey Results

71 questionnaires were hand delivered to the affected residents as shown on the attached map. 53 of the questionnaires were returned. Of those returned 29 were against the closing of the Seaview Drive connection and 24 were in favour of the closing taking place immediately.

continued ...

The Chairman and Members Operations & Works Committee

October 13, 1988

CONCLUSION :

Based on the results of the questionnaire and the fact that the Region of Peel has not expressed a desire to close the Seaview Drive extension at Winston Churchill Blvd from a safety standpoint, the Seaview Drive extension from Bushland Crescent to Winston Churchill Blvd across lot 68 of RP-641 should be maintained until such time as the subdivision to the south proceeds allowing Bushland Crescent to be connected with Stockholm

Road.

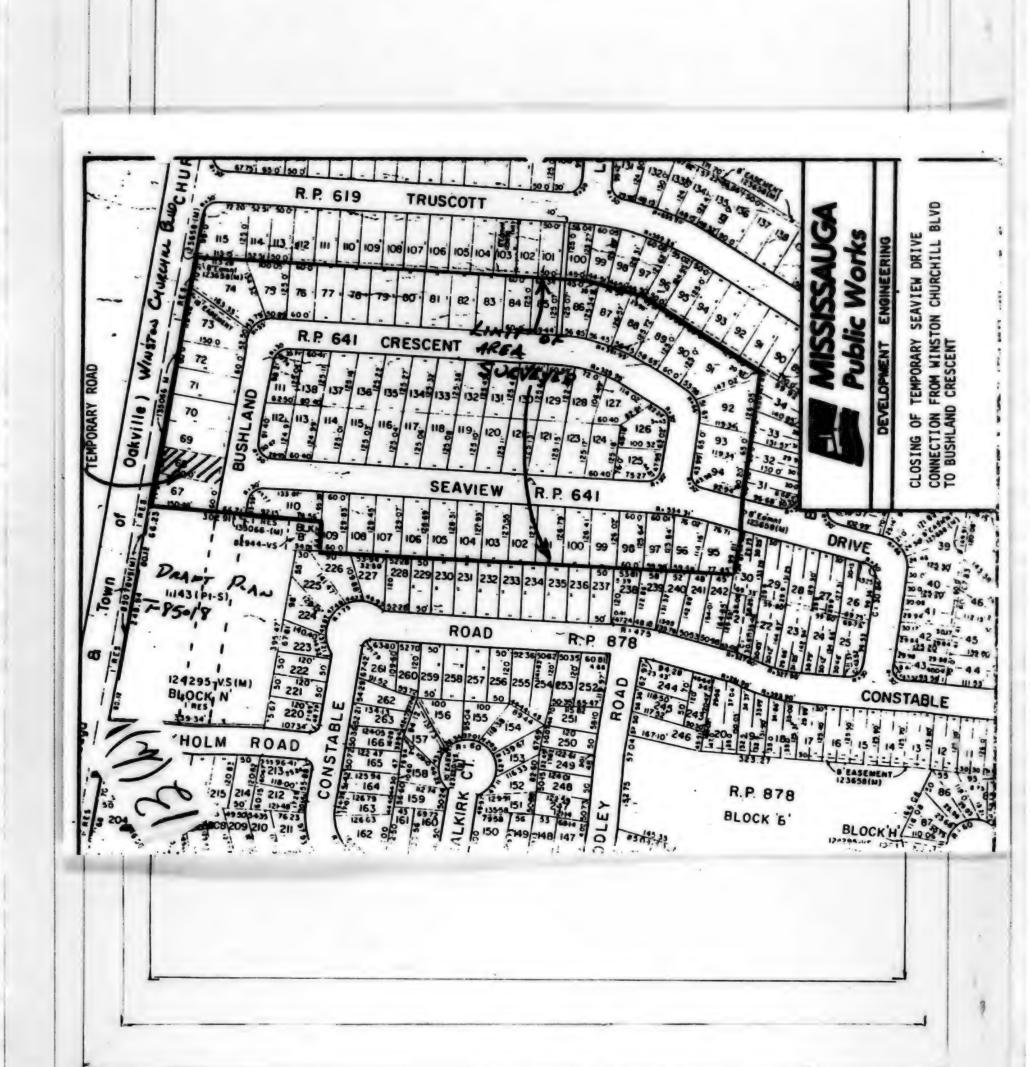
RECOMMENDATION :

That the extension of Seaview Drive from Winston Churchill Blvd to Bushland Crescent across lot 68 of RP-641 be maintained until such time as Bushland Crescent can be extended to Stockholm Road.

William P. Taylor, P. Commissioner Public Works Department

RGC:jb

1070E





DEC 1 4 1988

11 141 00045 11 161 00011 13 211 00018

DATE:

November 22, 1988.

TO:

Chairman and Members of the Operations and Works

Committee.

OPERATIONS/WORKS.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Traffic Concerns - Perran Drive.

ORIGIN:

Petition from area residents through Councillor Lane's office.

COMMENTS:

The Public Works Department has received numerous complaints regarding traffic concerns on Perran Drive. These included speeding, through traffic from Thornlodge Drive to Fifth Line West; and a request for an all-way stop at a mid-way location.

Manual turning movement counts were conducted at the intersection of Perran Drive and Cushing Road (location with highest traffic volumes). The results of all-way stop warrant calculations derived from the a.m. plus p.m. peak hours, averaged, are as follows:

Part 'A' Volume from all approaches

82%

Part 'B' Minor street volume

Both both parts 'A' and 'B', individually, must fulfill the minimum requirement of 100% for an all-way stop to be warranted.

It was mentioned in some of the residents' comments that some of the existing problems included 'failing to stop, squealing tires and speeding'. The installation of an unwarranted all-way stop would only encourage such violations to continue and quite probably escalate.

Radar speed studies were conducted during both the a.m. and p.m. peak hours. Summaries indicated resultant 85th percentiles of 52 km/hr and 44 km/hr respectively, in this 40 km/hr speed zone. A slight speeding problem is evident during the a.m. peak hours and requires Peel Regional Police enforcement. However, speeding on Perran Drive has previously been monitored by the Peel Regional Police, and the number of charges laid was considered low when compared to the time spent monitoring.



With respect to through traffic, an origin-destination study was conducted on Perran Drive from Thorn Lodge Drive to Fifth Line West. During the p.m. peak hours (4:00 p.m.-6:00 p.m.) 52% (47 vehicles) through from Thorn Lodge Drive and 40% (86 vehicles) through from Fifth Line West. For the purpose of this study a through trip was defined as a vehicle travelling to/from Fifth Line West and Perran Drive to/from Thorn Lodge Drive and Perran Drive.

Although the percentage of through traffic appears to be high, the actual number of vehicles would not be considered excessive. These vehicles represent an average of 1.2 vehicles per minute in the a.m. and 1.1 vehicles per minute in the p.m. peak hours. These figures would not be considered unusual based on the nature of the area.

Some of this through traffic can be attributed to parents dropping-off children at Sheridan Park school located on Perran Drive, and considered legitimate through traffic. Furthermore, Perran Drive is the primary access from Fifth Line West into the surrounding neighbourhood and therefore justifies a large part of the through traffic.

In order to deter through traffic, turn prohibitions onto Perran Drive would have to be implemented during peak hours. However, this would also affect residents of Perran Drive and require constant Police enforcement to be effective. This prohibition would also prevent parents from driving their children to Sheridan Park school via their usual route and would transfer some through traffic to other roads such as Liruma Road.

Based on this analysis, through traffic is not considered to be a serious problem on Perran Drive and no restrictions are recommended at this time.

CONCLUSION:

At the request of Councillor Lane a number of traffic studies were conducted on Perran Drive. These included all-way stop, radar speed study and origin-destination study.

The results of these studies indicated that an all-way stop is not warranted at the intersection of Perran Drive and Cushing Road due to low vehicle volumes. Speeding should be occasionally monitored by the Peel Regional Police and through traffic would be considered minimal particularly due to the presence of the school and does not pose a serious problem to area residents.

Chairman and Members of the Operations and Works Committee

-3-November 22, 1988.

RECOMMENDATION:

- That an all-way stop at the intersection of Perran Drive and Cushing Road not be implemented at this (a) time as warrants have not been satisfied;
- That speeding be monitored by the Peel Regional (b) **Police** during the a.m. peak hours 7:00 a.m. - 9:00 a.m.);
- That prohibitions not be implemented to restrict (c) through traffic on Perran Drive as volumes would not be considered excessive.

William P. Taylor, P.E. Commissioner, Public Works Dept.

RG/dab 18 0594E





Recurred by Clerk's Dept

Clark's Files

15

DEC 1 4 1988

Originator's

11 141 00045 11 161 00011 13 211 00038

OPERATIONS/WORKS

November 22, 1988.

TO:

DATE:

Chairman and Members of the Operations and Works

Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

All-way Stops on Bristol Road West.

ORIGIN:

Report Request No. 341-88.

BACKGROUND:

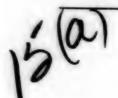
City Council at its meeting of October 31, 1988 adopted a recommendation that the Public Works Department report to the Operations and Works Committee with respect to the feasibility of implementing a number of all-way stops on Bristol Road West between McLaughlin Road and Hurontario Street. This request was precipitated as a result of a request by Mrs. M. Reid, 262 Bristol Road West at the Operations and Works Committee meeting on October 26, 1988.

COMMENTS:

Mrs. Reid and other residents of the area are concerned about a potential increase in traffic volumes on Bristol Road West due to the decision to construct McLaughlin Road to a two-lane cross-section rather than a four-lane cross-section adjacent to the Peel Board of Education lands north of Bristol Road West.

As indicated in the Public Works Department's report dated October 18, 1988 to the Operations and Works Committee, this concern is recognized, however, it would not be considered to be of major significance at this time. The amount of traffic which could use Bristol Road West as an alternative to McLaughlin Road is difficult to estimate as much depends on the future development of lands and the degree of congestion experienced along Hurontario Street and Mavis Road.

With respect to the implementation of all-way stops along Bristol Road West, there would be insufficient side street volumes present at this time to warrant such installations. Further, it is estimated that the major side street volumes, particularly during the a.m. peak hours, would be right turns, northbound to eastbound, and delays of any significance would not be experienced.



As indicated in the previous report, Bristol Road West is designated as a major collector roadway in the Official Plan and is therefore expected to carry through traffic. Major collector roads are vital links in the transportation system and are designed to move traffic to and from the major arterials. The presence of all-way stop controls severely reduce the efficiency of such a roadway and creates driver frustration and unnecessary delays. As volumes of traffic and development increase in the future, the area will be monitored in terms of the need for additional traffic control devices. Provisions have been made to accommodate future traffic signals along Bristol Road at McLaughlin Road, Fairwind Drive and Huntingfield Drive.

A sidewalk exists on the south side of Bristol Road West and one will be constructed on the north side in concert with future development. Gaps in traffic are present during most time periods to permit safe pedestrian crossings, while school bus 'users' can cross in the safety of the flashing school bus lights.

The Public Works Department has been monitoring vehicle speeds along Bristol Road West and in view of the detection of a slight speeding problem, the Peel Regional Police have been notified.

CONCLUSION:

It is apparent that current traffic volumes would not warrant all-way stop installation along Bristol Road West and in view of its major collector designation, would reduce considerably the efficiency of the roadway if implemented. While it is difficult to anticipate the impact that the decision to construct McLaughlin Road to a two-lane cross-section rather than a four-lane cross-section will have, provisions have been made for signalization should traffic volumes increase considerably.

RECOMMENDATION:

That all-way stops not be implemented along Bristol Road West since volume warrants would not be satisfied and current traffic conditions would be considered acceptable.

William P. Taylor, P.Eng., Commissioner, Public Works Dept.

SB/dab 0594E





Received by Clerk's Dept.

Clerk's Files F. 06.04.02

OPERATIONS/WORKS

DEC 14 1988

Originator's

11 141 00045 11 161 00011 13 211 00201

DATE:

December 7, 1988.

TO:

Chairman and Members of the Operations and Works Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Through Highway Designations

ORIGIN:

Public Works Department.

COMMENTS:

The attached draft by-law has been prepared to incorporate into schedule 10 of By-law 444-79, as amended, revised through highway designations. within the following plans:

PLAN NO:	STREET:	Z-AREA:
43M 723	Blackfoot Trail	Z-37
43M 782	Bristol Road East	Z-36
43M 791	Ceremonial Drive	Z-37
43M 782	Clansman Trail	Z-36
43M 791	Constellation Drive	Z-37
43M 793	Explorer Drive	Z-34
43M 804	Fleur-De-Lis Court	Z-37
43M 790	Galaxy Court	Z-37
43M 791	Guildwood Way	Z-37
43M 788	Grossbeak Drive	Z-56
43M 768	Highbrook Avenue	Z-38
43M 731	Huntingfield Drive	Z-37
43M 767	Invergordon Lane	Z-38
43M 803	Lafayette Drive	Z-37
43M 777	Macedonia Crescent	Z-22
43M 793	Matheson Boulevard East	Z-34
43M 787	Nahani Way	Z-36
43M 759	Old Castle Crescent	Z-38
43M 788	Osprey Boulevard	Z-56
43M 788	Prairie Circle	Z-56
43M 777	Riel Drive	Z-22
43M 769	River Grove Avenue	Z-38
43M 759	Riverside Place	Z-38
43M 770	Rolling Valley Drive	Z-32
43M 803	Roselaire Drive	Z-37
43M 793	Satellite Drive	Z-34
43M-804	Spangler Drive	Z-37
43M 791	Sunray Drive	Z-37
43M 782	Thornwood Drive	Z-36
43M 782	Trailwood Drive	Z-36
43M 788	Waxwing Drive	Z-56
43M 780	Willow Way	Z-38

Chairman and Members of the Operations and Works Committee - 2 -

November 3, 1988.

16(a)

CONCLUSION:

The above subdivisions have been reviewed and the necessary through highways are recommended for inclusion in By-law 444-79. This will mean that traffic entering the through streets from a side street will be required to stop.

RECOMMENDATION:

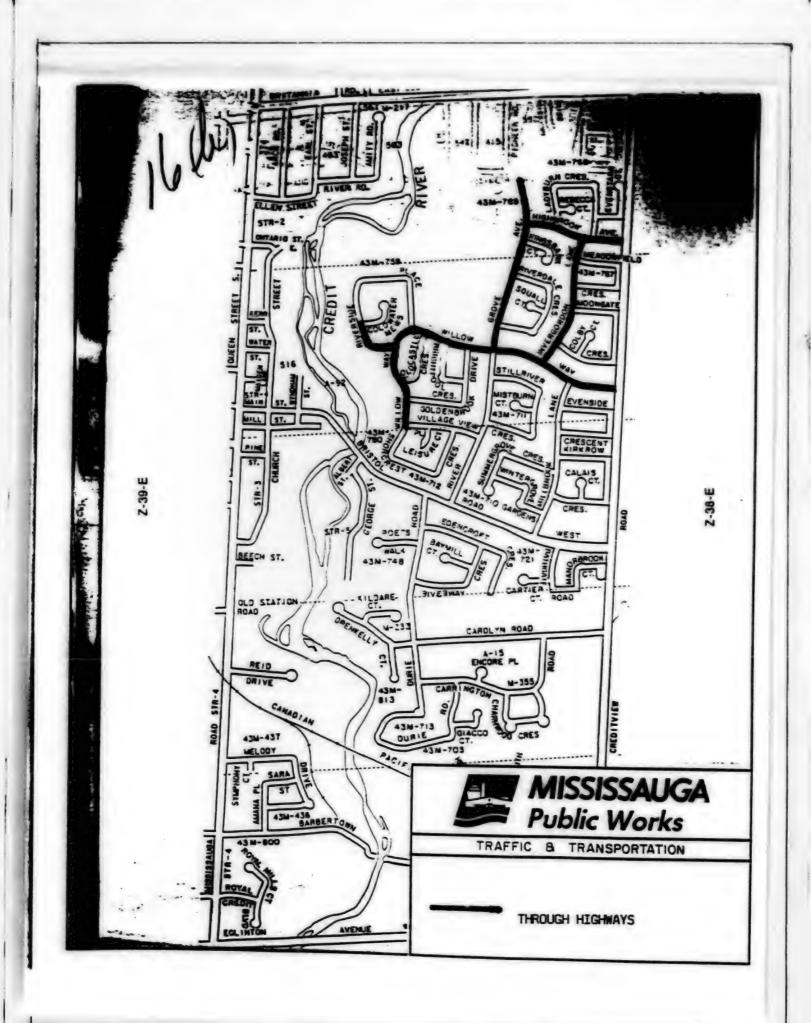
That a by-law be enacted to establish the designation of through highways within the following plans of subdivision:

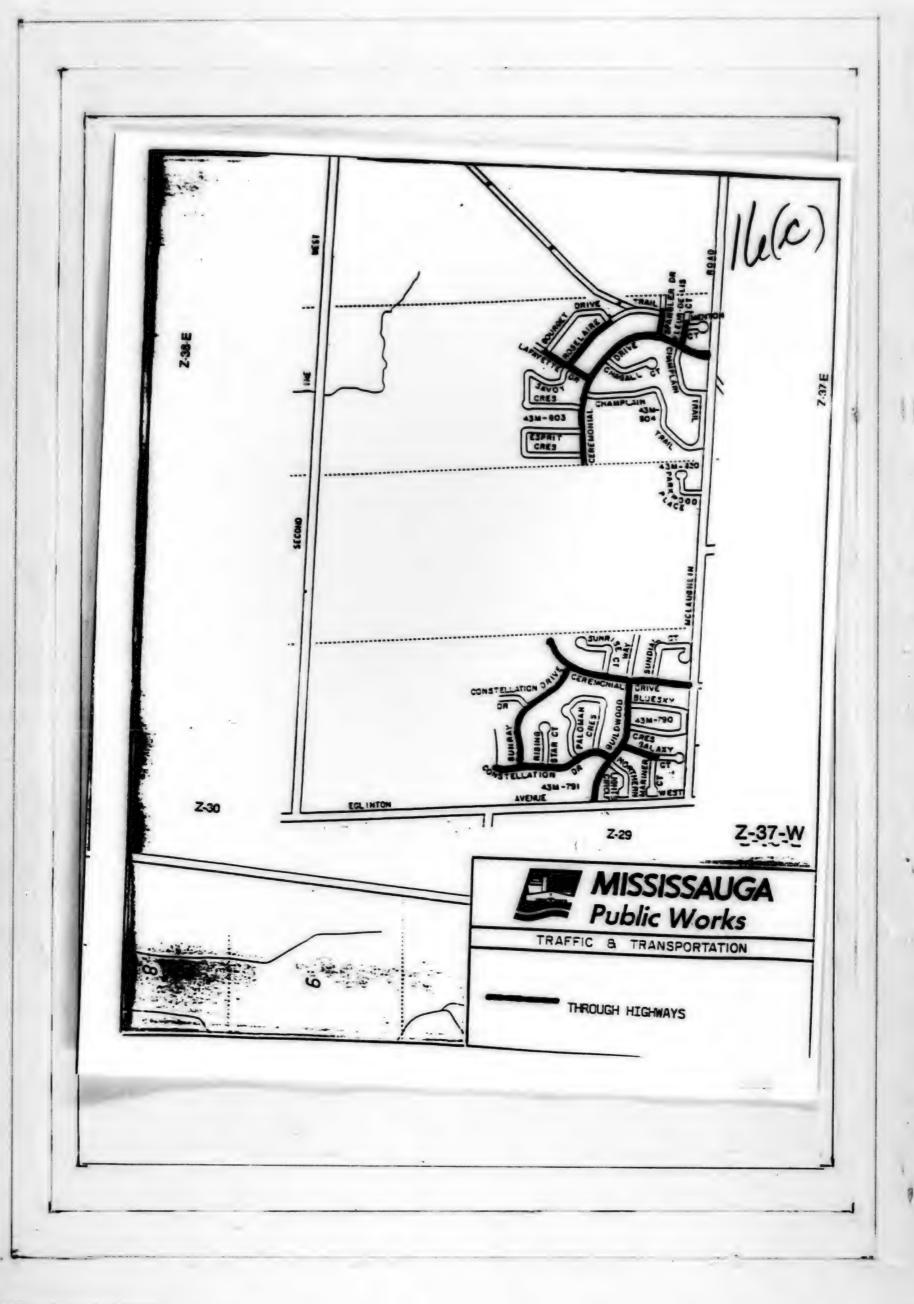
PLAN NO:	STREET:	Z-AREA:
4744 707	Plankfoot Tooll	Z-37
43M 723	Blackfoot Trail Bristol Road East	Z-36
43M 782	Ceremonial Drive	Z-37
43M 791	Clansman Trail	Z-36
43M 782 43M 791	Constellation Drive	Z-37
		Z-34
43M 793	Explorer Drive Fleur-De-Lis Court	Z-37
43M 804	The state of the s	Z-37
43M 790	Galaxy Court	Z-37
43M 791	Guildwood Way	Z-56
43M 788	Grossbeak Drive	Z-38
43M 768	Highbrook Avenue	Z-37
43M 731	Huntingfield Drive	Z-38
43M 767	Invergordon Lane	Z-37
43M 803	Lafayette Drive	Z-22
43M 777	Macedonia Crescent	
43M 793	Matheson Boulevard East	Z-34 Z-36
43M 787	Nahani Way	Z-38
43M 759	Old Castle Crescent	Z-56
43M 788	Osprey Boulevard	
43M 788	Prairie Circle	Z-56
43M 777	Riel Drive	Z-22
43M 769	River Grove Avenue	Z-38
43M 759	Riverside Place	Z-38
43M 770	Rolling Valley Drive	Z-32
43M 803	Roselaire Drive	Z-37
43M 793	Satellite Drive	Z-34
43M-804	Spangler Drive	Z-37
43M 791	Sunray Drive	Z-37
43M 782	Thornwood Drive	Z-36
43M 782	Trailwood Drive	Z-36
43M 788	Waxwing Drive	Z-56
43M 780	Willow Way	Z-38

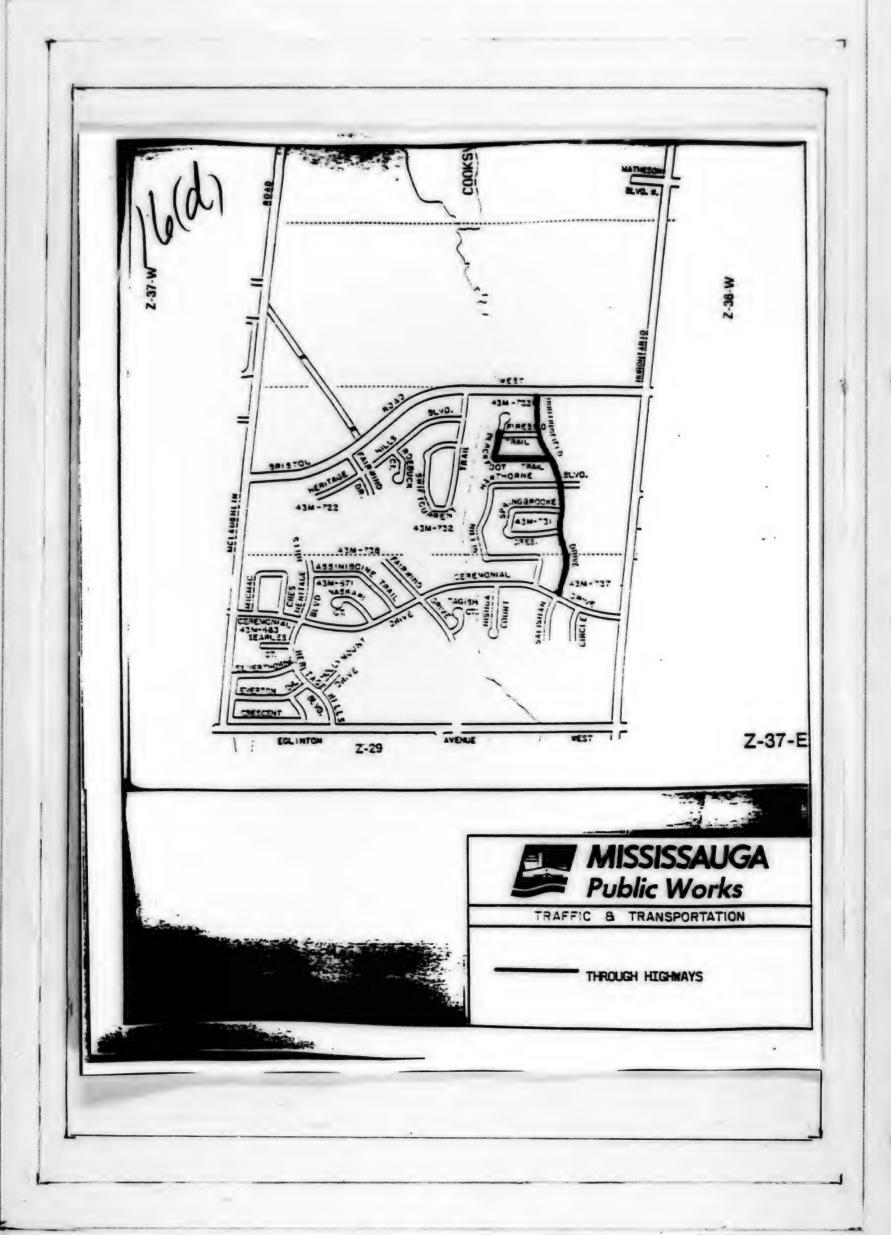
William P. Taylor, P.Eng.

Commissioner, Public Works Dept

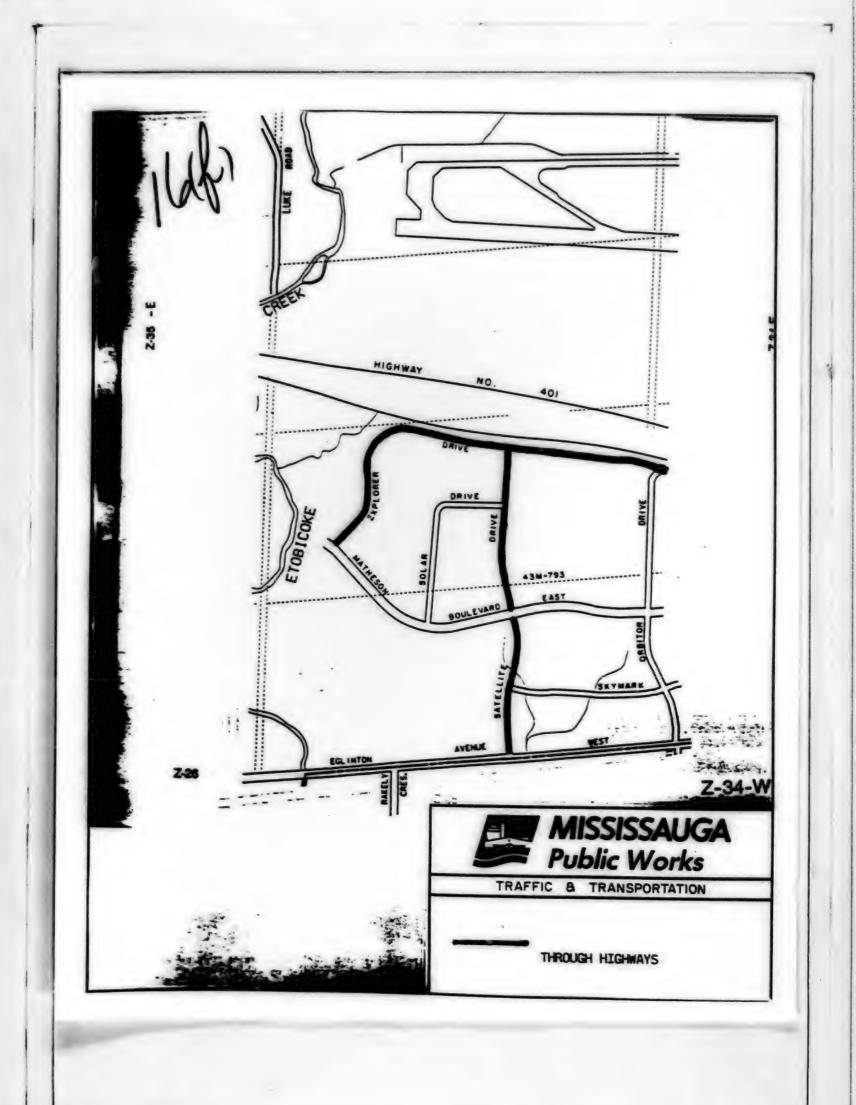
SL/dab



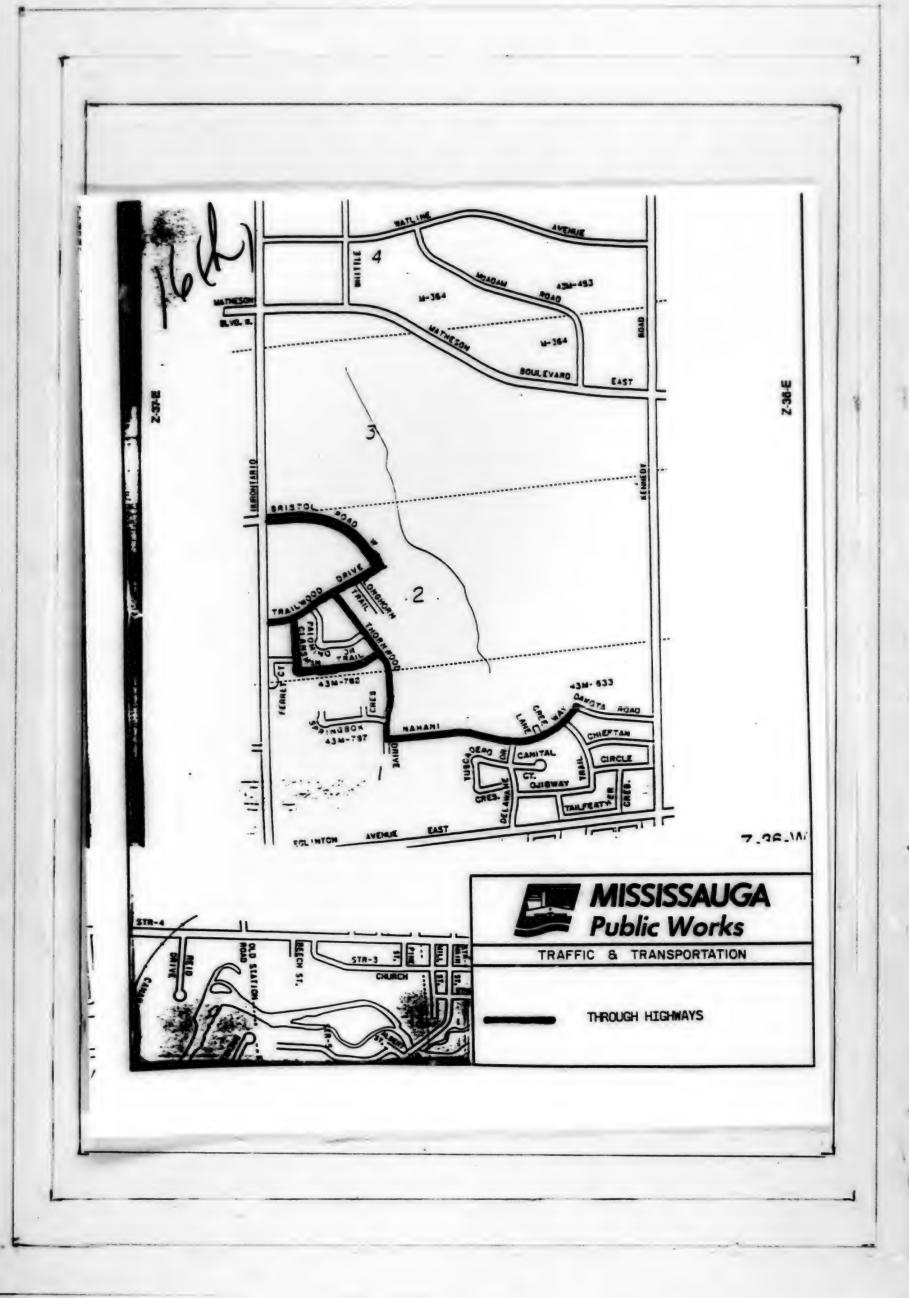














DEC 14 1988

OPERATIONS/WORKS

11 141 00045 11 161 00011 13 211 00006

DATE:

November 7, 1988.

TO:

Chairman and Members of the Operations and Works

Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Parking Prohibition - Muir Road.

ORIGIN:

Public Works Department.

COMMENTS:

Public Works personnel have reviewed on-street parking on Muir Road through the limits of the road curve in response to concerns expressed by residents pertaining to a sight obstruction.

Vehicles are consistently parked on both sides of the roadway along the road curve. This results in difficulty for drivers observing on-coming vehicles when negotiating this curve, particularly due to the presence of a hedge at the property of 1571 Muir Road. Driver visibility and safety at the property of 1571 Muir Road would be increased if parking were prohibited through the curved section of Muir Road, since it is apparent that trimming the hedge would have minimal impact.

CONCLUSION:

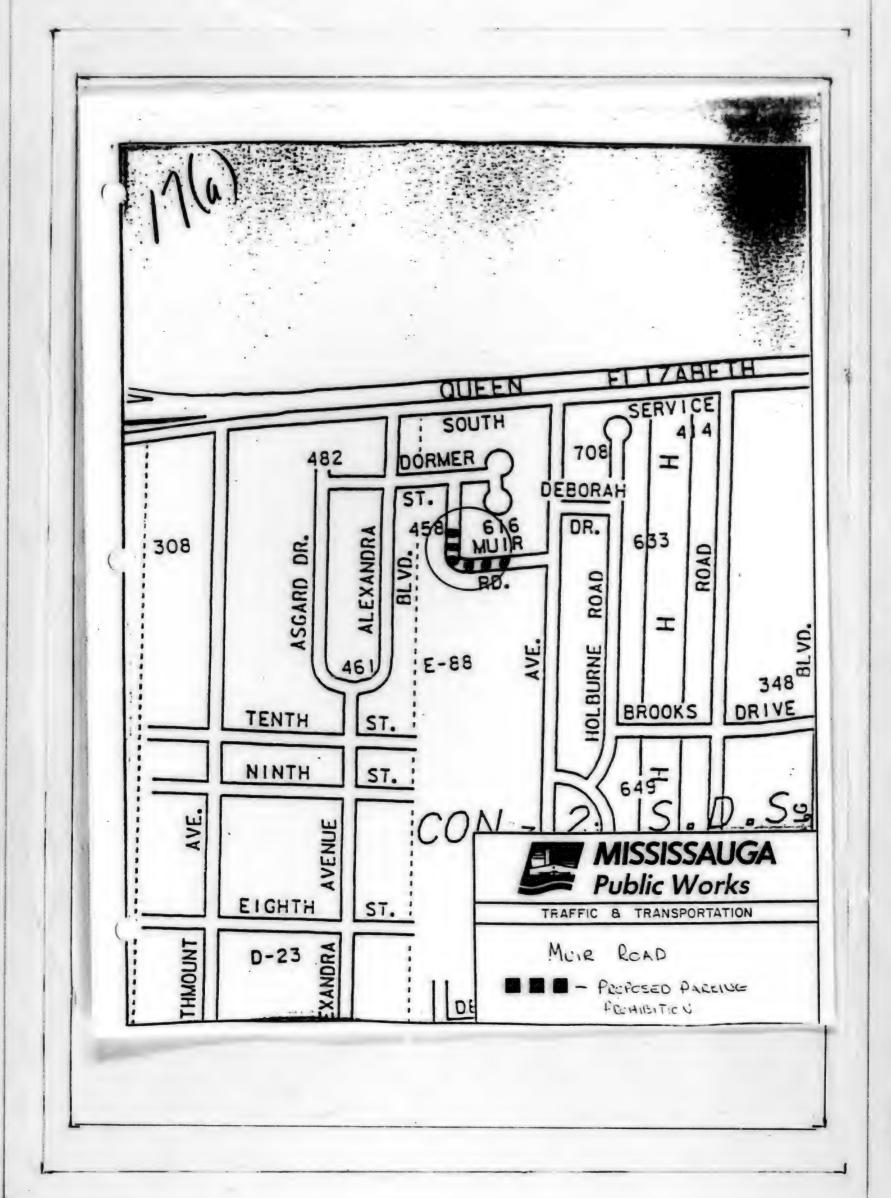
In the interest of safety, parking should be prohibited on Muir Road through this curve. The parking prohibition will ensure a safer operation through this section of Muir Road.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides through the road curve on Muir Road between a point 90 metres south of Dormer Street and a point 85 metres south-easterly thereof.

William P. Taylor, P.Eng.,

Commissioner, Public Works Dept.





Received by Clark's Dept.

DEC 7

1988

Clerk's Files F. 06.04.0.

18

OPERATIONS/WORKS_

DEC 1 4 1988

Originator's

11 141 00045 11 161 00011 13 211 00036

DATE:

November 7, 1988.

TO:

Chairman and Members of the Operations and Works

Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Request for All-way Stop - Watline Avenue/Whittle Road.

ORIGIN:

- Keith Lew, Steinbok Developments Inc. 25 Watline Avenue, 890-1204.
- Paul Nagy, 890-5055.
- David Lamb, 890-4800.

COMMENTS:

The Public Works Department has received a number of complaints regarding the subject intersection. Some of the remarks included 'apparent accident problems', 'drivers having difficulty seeing existing stop signs' and 'an all-way stop is required'.

Various traffic studies and observations were conducted including turning movement counts and an accident analysis.

The results of all-way stop warrant calculations, derived from the a.m. plus p.m. peak hours, averaged, are as follows:

Part 'A' Volume from all approaches Part 'B' Minor street volume

134% 144%

Since both parts 'A' and 'B', individually, have fulfilled the minimum requirement of 100%, an all-way stop is warranted at the intersection of Watline Avenue and Whittle Road. Further, the accident analysis has indicated that there has been a minimum of five collisions within a twelve month period that would be considered correctable by an all-way stop, thus fulfilling the all-way stop collision warrant.

Less restrictive measures such as double signing, oversized stop signs and painted stop bars have been implemented but have not proven successful. This Department therefore supports the installation of an all-way stop.

Chairman and Members of the Operations and Works Committee

-2-

November 7, 1988.

CONCLUSION:

Based on the results of traffic studies conducted by the Public Works Department, an all-way stop is technically warranted at the intersection of Watline Avenue and Whittle Road. Installation should help to improve the level of safety at this location.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Watline Avenue and Whittle Road, as warrants have been met.

William P. Taylor, P.Eng., Commissioner,

Public Works Dept.

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Received by DEC 7 1980

Clerk's Files F. 06.04. 10

DEC 1 4 1988

Originator's

11 141 00045 11 161 00011 13 211 00037

OPERATIONS/WORKS_

November 22, 1988.

TO:

DATE:

Chairman and Members of the Operations and Works Committee.

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

FROM:

Speed Limit Reduction - Hurontario Street between Eglinton

Avenue and Britannia Road.

ORIGIN:

Public Works Department.

BACKGROUND:

The Public Works Department has been monitoring vehicle speeds and general traffic conditions on Hurontario Street during 1988. In November of 1987 a report was submitted to the Operations and Works Committee recommending a reduction in the posted speed on Hurontario Street from Highway 403 to Matheson Boulevard. However, approval was received for a reduction only as far north as Eglinton Avenue and the posted speed remains 80 km/hr from Eglinton Avenue to the north City limit.

COMMENTS:

The Public Works Department continues to receive requests for speed reduction north of Eglinton Avenue and most recently from Steinbok Developments located on the east side of Hurontario Street north of Matheson Boulevard.

As previously indicated staff have been monitoring Hurontario Street between Eglinton Avenue and Britannia Road with respect to vehicle speeds, congestion, collisions and continued roadside development.

During 1988 roadside development, both residential and commercial, has increased rapidly. In concert with this development a number of new intersections were opened and traffic signals activated. Occupancy of these developments has increased while construction continues. In view of this growth and the physical changes to Hurontario Street it is evident that a reduction in the posted speed limit would ultimately improve the overall level of safety.

As a result of the physical changes to Hurontario Street, primarily the addition of left-turn lanes and centre traffic islands, there has been an increase in the frequency of collisions involving these centre islands. Based on a review of the area it is apparent that excessive vehicle speeds are a contributing factor to these collisions.

Chairman and Members of the Operations and Works Committee -2-

November 22, 1988.

CONCLUSION:

It is evident that a reduction in the posted speed limit from 80 km/hr to 60 km/hr on Hurontario Street between Eglinton Avenue and Britannia Road may reduce the frequency of collision, enhance turning movements to and from Hurontario Street and assist in increasing the overall level of safety

within this area.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a reduction in the posted speed from 80 km/hr to 60 km/hr on Hurontario Street between Eglinton Avenue and Britannia Road.

William P. Taylor, P.Eng.,

Commissioner, Public Works Dept.





Clerk's Files F. 06.04.05

DEC 1 4 1988 **OPERATIONS/WORKS**

11 141 00045 11 161 00011 13 211 00058

DATE:

November 4, 1988.

TO:

Chairman and Members of the Operations and Works Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Request for an all-way stop at the intersection of Loyalist Drive and Galbraith Drive.

ORIGIN:

Councillor D. Lane, Ward 8.

COMMENTS:

A number of requests for an all-way stop at the intersection of Loyalist Drive and Galbraith Drive have been forwarded to the Public Works Department.

In response to the requests, manual turning movement counts were conducted at this location and the results of all-way stop warrant calculations, derived from the a.m. plus p.m. peak hours, averaged, are as follows:

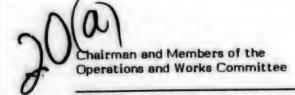
Part 'A' Volume from all approaches

139% 103%

Part 'B' Minor street volume

Since both parts 'A' and 'B' have fulfilled the minimum requirement of 100%, an all-way stop is technically warranted at this location. Vehicle speeds were also monitored on Loyalist Drive during both the a.m. and p.m. peak hours. The resultant 85th percentile speeds were 57 km/hr and 56 km/hr respectively in this 50 km/hr speed zone. Only 7% of all (315) monitored vehicles were travelling at a speed considered enforceable by the Peel Regional Police. This is not considered to be a serious speeding problem and additional enforcement is not required. Further, there is no record of any collisions at this intersection.

An all-way stop was also requested at the intersection of Galbraith Drive and Osbourne Road, however, due to low side street volumes and a lack of collisions at this location, this Department feels that warrants would not be met and therefore should not be studied at this time.



November 4, 1988.

CONCLUSION:

Based on the results of traffic studies, an all-way stop is technically warranted and should be implemented at the intersection of Loyalist Drive and Galbraith Drive. This installation may improve the level of safety at this intersection.

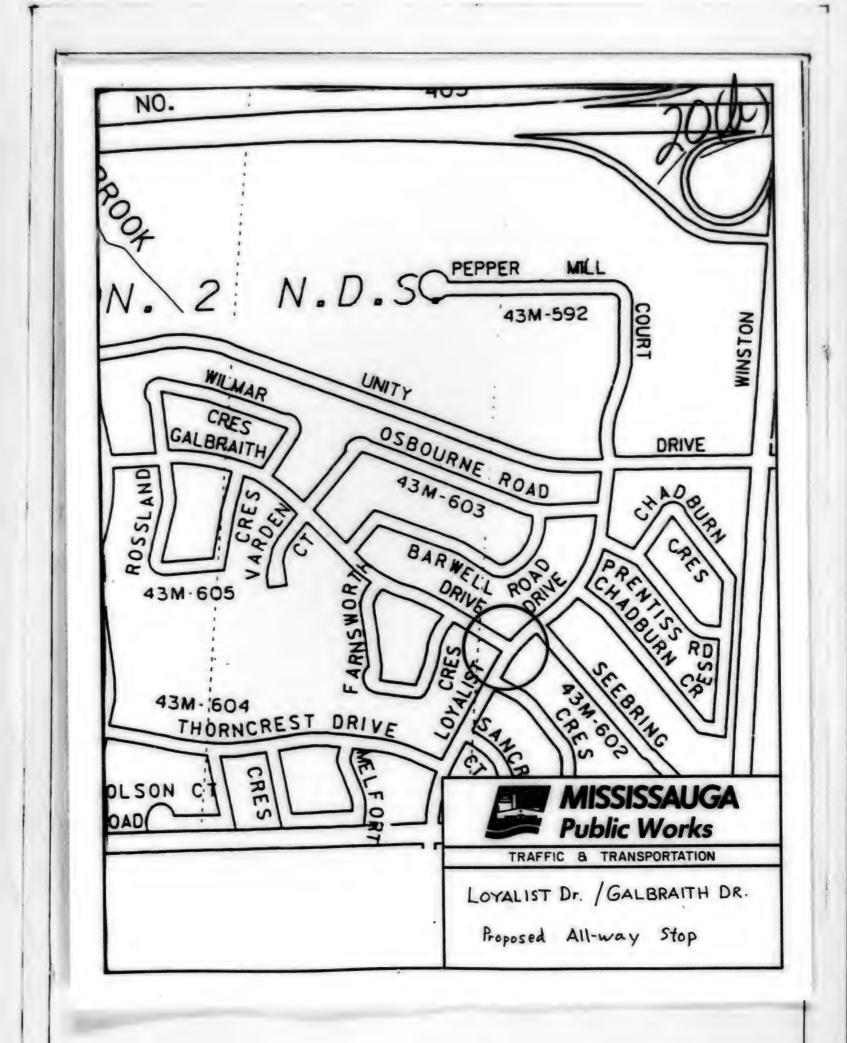
-2-

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Loyalist Drive and Galbraith Drive.

William P. Taylor, P.Eng., Commissioner, Public Works Dept.

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F.06.04.01 F. 06.04.10

DEC 14 1988 **OPERATIONS/WORKS**

11 141 00010 11 161 00011 13 211 00017

DATE:

December 2, 1988.

TO:

Chairman and Members of the Operations and Works Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Traffic Concerns - Lincoln Green Way, Robin Drive, Sevenoaks

Drive.

ORIGIN:

Report Request No. 137-88. Mayor McCallion, Councillor Lane, and petition on behalf of area residents from Mr. S. Colaco, 1817

Sevenoaks Drive, Mississauga (823-2860).

BACKGROUND:

The residents of Lincoln Green Way, Robin Drive and Sevenoaks Drive have expressed concerns over the volume and speed of traffic on these roads. These roads connect Erin Mills Parkway and Eaton's Sheridan Mall with Mississauga Road and residents are concerned that motorists are using these roadways as a through route. In addition, residents have expressed concerns about additional traffic generated by the Eaton Sheridan Mall expansion.

COMMENTS:

Origin and destination studies were conducted in October 1988, between 7:00 a.m. and 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., to determine if motorists are using Lincoln Green Way/Robin Drive/Sevenoaks Drive as a through route between Mississauga Road and Erin Mills Road and/or Eaton's Sheridan Mall. Studies indicated that between 7:00 a.m. and 9:00 a.m., 87 of 328 vehicles exiting from Lincoln Green Way and Sevenoaks Drive were through trips. Between 4:00 p.m. and 6:00 p.m., 120 of 395 vehicles were identified as through. For the purpose of this study a through trip was defined as a vehicle travelling to/from the intersection of Lincoln Green Way and Fowler Drive via Robin Drive to/from the intersection of Sevenoaks Drive and Mississauga Road. Although Lincoln Green Way, Robin Drive and Sevenoaks Drive are residential roadways, they will receive additional traffic from outside of the subdivision since this is the only connection from Mississauga Road to Erin Mills Road and Eaton's Sheridan Mall between Dundas Street and North Sheridan Way. Many of the through vehicles were generated by the residential subdivisions adjacent to Mississauga Road immediately south of Sevenoaks Drive and, as no other convenient route exists, can be considered legitimate through traffic.



Vehicle speed studies were conducted on Robin Drive and Sevenoaks Drive during the a.m., off and p.m. peak periods and indicated that speeding was not a problem. The average vehicle speed on Robin Drive during the a.m. off and p.m. peak periods was 48 km/h, 48 km/h and 51 km/h respectively, and on Sevenoaks Drive they were 42 km/h, 41 km/h and 40 km/h. It should be noted that the occasional speeder, prevalent on every roadway, does not necessarily translate to a speeding problem.

All-way stop studies were conducted on Lincoln Green Way and Fowler Drive, Lincoln Green Way and Robin Drive and on Robin Drive and Sevenoaks Drive. The results of these studies indicated that all-way stops were warranted at Lincoln Green Way and Fowler Drive and Lincoln Green Way and Robin Drive. However, the intersection of Lincoln Green Way and Robin Drive is offset and poorly defined and therefore would result in operational problems if an all-way stop was installed at this intersection. In addition, eastbound vehicles on Lincoln Green Way would be required to stop on a significant downward grade. This would be very dangerous during slippery conditions, especially since school buses utilize this intersection. In addition, the stop sign visibility would be reduced due to a curve in the road west of the intersection of Lincoln Green Way and Robin Drive.

The Ministry of Transportation Ontario recommends that all-way stops not be utilized at "an offset or poorly defined intersection; where traffic would be required to stop on grades; as a means of deterring the movement of through traffic in a residential area; or where visibility of the sign is hampered by curves or grades on the road". All of these conditions are present at this location.

An all-way stop was not warranted on Robin Drive and Sevenoaks Drive due to the low traffic volumes at this intersection. Implementing an unwarranted all-way stop often generates a lack of stopping compliance and a disregard for stop controls in general, frequently reducing the level of safety at the intersection.

CONCLUSIONS:

Origin and destination studies have identified that some motorists are using Lincoln Green Way/Robin Drive/Sevenoaks Drive as a through route. However, the total volume of vehicles on these roads is at an acceptable level based on engineering standards and the nature of this area. In addition, many of the through motorists are from adjacent subdivisions where no other convenient route is available. Since they would be considered local residents, then these motorists should be considered as legitimate through traffic.

Chairman and Members of the Operations and Works Committee

-3-

December 2, 1988.

CONCLUSIONS (cont.)

Vehicle speed studies did not identify any speeding problems on these roadways. Motorists tend to drive at a speed limit at which they feel comfortable based on adjacent land use and road conditions. These winding residential streets do not promote excessive speeding due to roadway geometrics.

All-way stops are warranted on Lincoln Green Way and Fowler Drive, and Lincoln Green Way and Robin Drive. However, implementing an all-way stop on Lincoln Green Way and Robin Drive would cause serious operational problems and probably reduce the level of safety at this intersection. Therefore, the Public Works Department in the interest of safety, recommends against installing an all-way stop at this intersection.

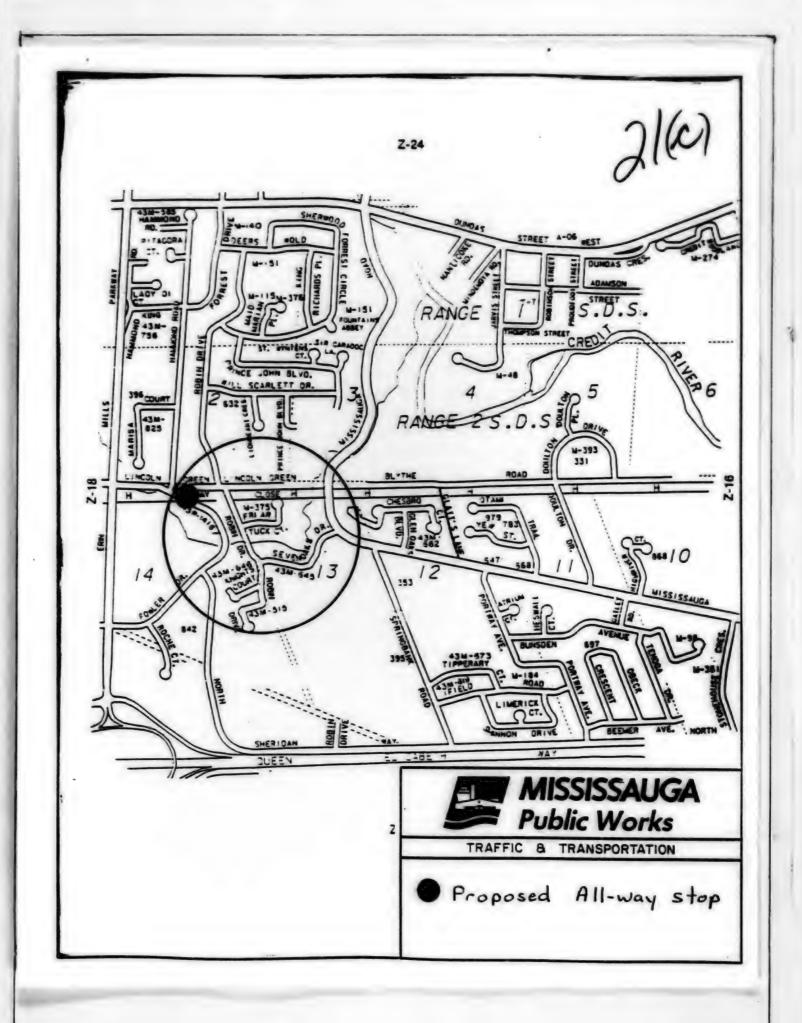
RECOMMENDATION:

- (a) That a By-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop at the intersection of Lincoln Green Way and Fowler Drive,
- (b) That an all-way stop not be implemented at the intersection of Lincoln Green Way and Robin Drive,
- (c) That the Public Works Department continue to monitor the traffic operational characteristics on Lincoln Green Way, Robin Drive and Sevenoaks Drive and report back to Committee in the fall of 1989 with respect to any changes in traffic operations.

William P. Taylor, P. Eng., Commissioner,

ES/edm/dab 0594E

Public Works Dept



DEC 14 1988

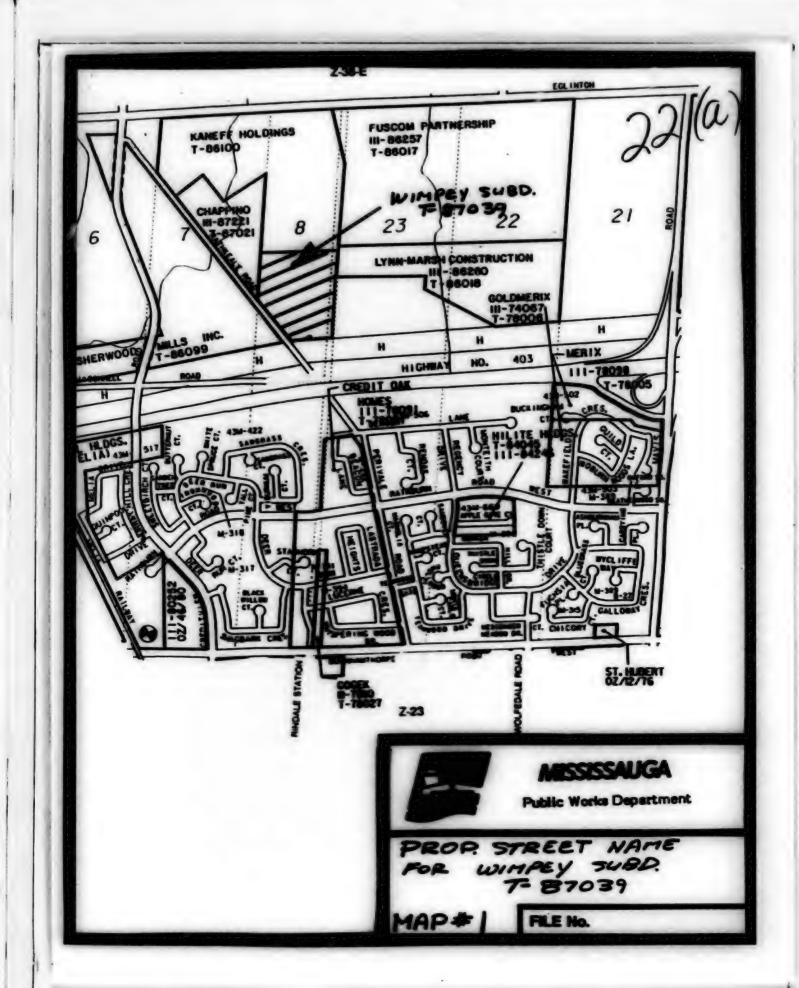
OPERATIONS/WORKS

Prepared by: Public Works Department Date: November 16, 1988.

The following submissions were reviewed by the Region of Peel Street Names Committee on November 9, 1988. The street names contained in the difficulties.

MAP APPLICANT PROPOSED STREET NAMES RECOMENDATION P.M.G. Consulting Engineers and Planners 95 Bridgeland Avenue Toronto, Ontario NSA 2V3 Violet The name "Violet" be approved as a street name for the Wimpey Subdivision (T-87039), located east of Rathkeale Road and north of Highway No. 403.

0942E/163E



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7



Received by DEC . Si

Clerk's Files 1.02.02

Originator's

OPERATIONS/WORKS DEC 14 1988

DATE:

November 25, 1988

TO:

Chairman and members of Operations and Works Committee

FROM:

William P. Taylor, P. Eng., Commissioner, Public Works

SUBJECT:

Bingo Lottery Licensing Renewals for 1989

ORIGIN:

Public Works Department

COMMENTS:

Exhibit "A" provides a list of charitable organizations that conduct Municipal Bingo Lottery events at the Bingo City Hall, 60 Dundas Street East, Mississauga.

The applicant organizations wish to continue conducting Bingo events during the year of 1989 and in keeping with established policy on this matter, the list is submitted for Council approval.

CONCLUSION:

It is concluded that the applicant organizations meet the requirements established for the issuance of Bingo Lottery licenses and that the schedule of days and times meet with the approval of the Lottery Licensing Officer for the City of Mississauga.

RECOMMENDATION:

That Bingo Lottery Licenses be issued to the organizations listed on Exhibit "A" of the report from the Commissioner of Public Works, dated November 25, 1988 to conduct bingo events at Bingo City Hall, 60 Dundas Street East on the days indicated during the year of 1989.

William P. Taylor, P. Eng. Commissioner, Public Works

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1118E/pg13

November 25, 1988 (a)

EXHIBIT A

Municipal Bingo Lottery License Holders Within the City of Mississauga

Bingo City Hall, 60 Dundas Street East, Mississauga

ORGANIZATION	FREQUENCY	EVENT
ALPHA EPSILON SERVICE CLUB 2204-3650 Kaneff Crescent	2nd Wednesday every month	Evenings
CANADIAN SPECTRUM MULTICULTURAL COMMUNITY GROUP 2687 Kingsberry Crescent	3rd Thursday every month 2nd Friday every month	Evenings Late Night
COMMUNITY LIVING MISSISSAUGA 2444 Hurontario St. 4th floor	1st Sunday every month 3rd Wednesday every month	Matinee Late Night
THE ORIDIT VALLEY CIVITIAN CLUB Box 972 Streetsville Postal Stn.	2nd/4th Tuesday every month	Evenings
DON ROWING CLUB OF MISSISSAUGA 29 Front Street North P.O. Box 172, Port Credit	4th Wednesday every month 2nd Thursday every month 4th Thursday every month	Late Night Evening Late Night
CULTURE PHILIPPINES 2687 Kingsberry Crescent	3rd Friday every month 5th Friday every month	Late Night Evenings
ERIN MILLS LITTLE LEAGLE BASEBALL 1730 Fifeshire Court	lst/3rd Monday every month	Evenings
HOSPICE OF PEEL INC. 3036 Kirwing Avenue	1st Sunday every month 2nd Sunday every month 2nd Saturday every month	Late Night Evenings Matinee
KINSMEN CLUB OF MISSISSAUGA 203-3040 Palstan Road	3rd Sunday every month 2nd Monday every month	Evenings Late Night
KIWANIS CLUB OF MISSISSAUGA S. P.O. Box 353 Clarkson	1st/3rd Tuesday every month	Evenings
MEADOWVALE MINOR HOOKEY ASSOC. 6791 Edenwood Drive	2nd Sunday every month	Matinee

November 25, 1988

	FREQUENCY	EVENT
MISSISSAUGA AMATEUR WRESTLING CLUB c/o Erindale S.S.	2nd Sunday every month 4th Wednesday every month	Late Night Evenings
2021 Dundas Street West		m contains
MISSISSAUGA BLACK HAWKS 3650 Kaneff Crescent	lst Sunday every month lst Saturday every month 3rd Saturday every month	Evenings Evenings Late Night
	1st/3rd Wednesday every month	Evenings
MISSISSAUGA Braves HOOKEY ASSOC. 2516 Parmeer Drive	4th Friday every month	
MISSISSAUGA GIRLS HOOKEY LEAGUE 2451 Thornlodge Drive	1st Wednesday every month 3rd Saturday every month	Late Night Matinee
	L 2nd/4th Monday every month	Evenings
MISSISSAUGA HOSPITAL MULTICULTURA RELATIONS GROUP 2687 Kingsberry Crescent	2nd Saturday every month	Late Night
	3rd Sunday every month	Late Night
MISSISSAUGA JETS HOOKEY INC. 3796 Wyewood Road	1st Thursday every month 2nd Saturday every month	Evenings Evenings
		Late Night
MISSISSAUGA LIONS CLUB (ZONE 6) 2951 Arles Mews	3rd Thursday every month 4th Saturday every month	Late Night
MISSISSAUGA NORTH STARS HOCKEY	2nd/4th Friday every month 1st Saturday every month	Evenings Late Night
OLUB 3655 Belvedere Crescent	150 30000	
	4th Sunday every month	Evenings
MISSISSAUGA REPS HOCKEY CLUB 236 Wellesworth Drive	1st Tuesday every month 2nd Wednesday every month	Late Night Late Night
		Evenings
MISSISSAUGA SKATING CLUB	2nd Thursday every month 4th Thursday every month	Late Night
1027 Flagship Drive	3rd Saturday every month	Evenings
		Matinee
THE FEEL LITERACY GUILD INC.	3rd Sunday every month 4th Saturday every month	Matinee
93 Dundas Street East, #105		Late Night
ROYAL CANADIAN LEGION BRANCH #582	3rd Monday every month 1st Thursday every month	Late Night
456 Hensall Circle		Late Night
STREETSVILLE MEADOWVALE FIGURE SKATING CLUB	4th Sunday every month 1st Saturday every month	Matinee
P.O. Box 543, Streetsville		

Chairman and Members of Operations and Works Committee

-4-

November 25, 1983 (C)

ORGANIZATION	FREQUENCY	EVENT
ROTARY CLUB OF MISSISSAUGA/ STREETSVILLE	3rd Tuesday every month	Late Night
P.O. Box 450, Streetsville		
OPTIMIST CLUB OF MISSISSAUGA	2nd Tuesday every month	Late Night
3525 Autumn Leaf Crescent		
K.G. TREUER HUSAR MISSISSAUGA	4th Monday every month	Late Night
3529 Bertrand Road		
MISSISSAUGA TRACK & FIELD CLUB	1st Monday every month	Late Night
2407 Ravensthorpe Crescent		
WESTERN ONTARIO DIVISION	1st Friday every month	Evenings
1271 Walden Circle	3rd Friday every month	Late Night Evenings
	of the state of th	Lverings
ZONTA CLUB OF MISSISSAUGA	4th Sunday every month	Matinee
P.O. Box 341, Mississauga		
ROTARY CLUB OF MISSISSAUGA/ DIXIE	4th Tuesday every month	Late Night
Ramada Inn. 5444 Dixie Road		



Clerk's Files 1.02.02

DEC 1 4 1988

OPERATIONS/WORKS

DATE:

November 25, 1988

TO:

Chairman and Members of Operations and Works Committee

FROM:

William P. Taylor, P. Eng., Commissioner, Public Works

SUBJECT:

Bingo Lottery Licensing Renewals for 1989

ORIGIN:

Public Works Department

COMMENTS:

Exhibit "A" provides a list of charitable organizations that conduct Municipal Bingo Lottery events at the Delta Bingo Hall, 1250 South Service Road, Mississauga.

The applicant organizations wish to continue conducting Bingo events during the year of 1989 and in keeping with established policy on this matter, the list is submitted

for Council approval.

CONCLUSION:

It is concluded that the applicant organizations meet the requirements established for the issuance of Bingo Lottery licenses and that the schedule of days and times meet with the approval of the Lottery Licensing Officer for the City of Mississauga.

RECOMMENDATION:

That Bingo Lottery Licenses be issued to the organizations listed on Exhibit "A" of the report from the Commissioner of Public Works, dated November 25, 1988 to conduct bingo events at the Delta Bingo Hall, 1250 South Service Road, Mississauga on the days and times indicated during the year of 1989.

William P. Taylor, P. Eng. Commissioner, Public Works

1118E/pg10

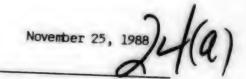
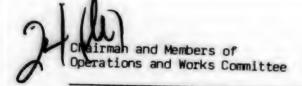


EXHIBIT A

Municipal Bingo Lottery License Holders Within the City of Mississauga Bingo City Hall, 1250 South Service Road, Mississauga

ORGANIZATION	FREQUENCY	EVENT
CAWTHRA BASEBALL ASSOC. c/o 1096 Eastmount Avenue	Wednesday every month	Evenings
KNIGHTS OF COLUMBUS OUR LADY OF PEACE COUNCIL 473 Thornlodge Drive	2nd Saturday every month	Late Night
KNIGHTS OF COLUMBUS #9612 ST. MAXIMILIAN KOLBE 4260 Cawthra Road	1st/3rd Sunday every month 4th/5th Tuesday every month	Late Night Evenings
KNIGHTS OF COLUMBUS #8661 CREDIT VALLEY 7430 Copenhagen Road, #70	5th Friday every month 3rd Saturday every month	Late Night Evenings
KNIGHTS OF COLUMBUS #5523 2401 Old Carriage Road	2nd to 5th Friday every month 3rd Friday every month	Evenings Late Night
MISSISSAUGA CANOE CLUB Box 191, Port Credit	1st Monday every month 5th Monday every month 4th Saturday every month	Evenings Late Night Evenings
MISSISSAUGA CHORAL SOCIETY P.O. Box 411, Port Credit	Sunday every month	Matinee
MISSISSAUGA CONCERT BAND 3036 Folkway Drive	1st Saturday every month	Late Night
MISSISSAUGA FOOTBALL LEAGUE 6142 Farmstrad Lane	lst/3rd Thursday every month	Late Night
MISSISSAUGA JUNIOR LACROSSE 1073 West Avenue	2nd/4th/5th Sundary monthly	Late Night
MISSISSAUGA SOCCER CLUB 2395 Cawthra Road Unit #1	4th Monday every month 4th/5th Monday every month 2nd/3rd Friday every month	Evenings Late Night Late Night
MISSISSAUGA TERRIER HOCKEY CLUB 39 Brookview Road	2nd/4th/5th Thursday monthly	Evenings



November 25, 1988

ORGANIZATION	FREQUENCY	EVENT
MISSISSAUGA YOUTH CHOIR Streetsville, P.O. Box 246	2nd/4th/5th Thursday monthly	
NATIONAL CIRCUS SCHOOL OF CANADA Square One, 100 City Centre Dr.	Saturday every month	Matinee
ROMAN CATHOLIC CHURCHES OF MISS. 1625 Bloor Street East #223	Saturday every month	Evenings
ROTARY CLUB OF MISSISSAUGA 1826 Matena Avenue	3rd Monday every month lst Friday every month	Evenings Evenings
ST. JOSEPHS PARISH 48 Bow River Crescent	2nd Saturday every month 2nd Sunday every month	Late Night Evening
STREETSVILLE MINOR HOOKEY ASSOC. P.O Box 90 Streetsville	2nd Monday every month 1st Thursday every month 1st Sunday every month	Evenings Evenings Evenings
MISSISSAUGA QUATIC CLUB (T.O.M.A.C) 2133 Royal Windsor Drive Unit #6	lst to 3rd Tuesday monthly 4th/5th Sunday every month	Evenings Evenings
ERIN MILLS DRUM & BUGLE CORPS. 3464 Peachtree Court	Wednesday every month	Late Night
MISSISSAUGA THEATRE SCHOOL 3616 Anniversary Road	2nd/3rd Monday every month	Late Night
MISSISSAUGA COOKSVILLE LIONS CLUB P.O. Box 321 Stn. A	2nd Monday every even month 1st Thursday every month	Evenings Evenings



Clerk's Files 1.02.02

OPEHA I JUNS I WORKS

DEC 1 4 1988

DATE:

November 30, 1988

TO:

Chairman and Members of Operations and Works Committee

FROM:

William P. Taylor, P. Eng., Commissioner,

Public Works

SUBJECT:

Bingo Lottery Licensing

ORIGIN:

Public Works Department

COMMENTS:

We are in receipt of an application for a Provincial Bingo Lottery License from The Sunshine Foundation of Canada, Peel Chapter, to operate a special Bingo Event at the International Centre, 6900 Airport Road, on Sunday, January 22nd, 1988, between the hours of 1:00 p.m. and 5:00 p.m. Special bingo licenses are issued by the Lottery Licensing Branch of the Ministry of Consumer and Commercial Relations. The applicant organization is based in Mississauga and is registered with the Department of National Revenue, as a charitable organization.

CONCLUSION:

It has been concluded that the applicant organization meets the requirements established for the issuance of a Bingo Lottery License.

RECOMMENDATION:

That the Lottery Licensing Branch of the Ministry of Consumer and Commercial Relations be advised that the City of Mississauga has no objection to the issuance of a Special Bingo License to The Sunshine Foundation of Canada, Peel Chapter, for the proposed event on Sunday, January 22nd, 1988 between the hours of 1:00 p.m. and 5:00 p.m.

William P. Taylor, P. Eng. Commissioner, Public Works

1118E/pg17



Received by

Clerk's Files F. 06.07

OPERATIONS/WORKS

Origina

B97

DATE:

November 21, 1988

TO:

CHAIRMAN AND MEMBERS OF THE OPERATIONS AND WORKS COMMITTEE

FROM:

Bruce E. Thom, Q. C. City Solicitor

SUBJECT:

Monitoring of Handicapped Parking Sites

DEC 14 1988

ORIGIN:

Operations and Works Committee

November 15, 1988

BACKGROUND:

At its meeting of November 15, 1988, the Committee received a report from Commissioner Taylor concerning monitoring of

handicapped parking sites.

The Committee requested the Legal Department to review the Committee recommendation to change the handicapped parking by-law so that staff can tow all cars illegally parked in handicapped spaces.

COMMENTS:

The Handicapped Parking By-law (134-83) has been specifically drafted so as to be separate and apart from the City's general Traffic By-law (444-79).

Although the general by-law is broad enough to cover the situation noted by Committee, (Section 33(7) and Section 39), it does appear that specific authority would have to be added to By-law 134-83 to extend such towing practice thereto.

It is assumed that most, if not all, of the concerns about unauthorized use of handicapped parking spaces arise in privately held parking areas (described in the by-law as "public parking areas"). The Legal Department is not aware of any problems expressed about designated handicapped parking spaces on City owned land or City streets.

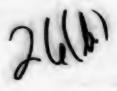
The above distinction is important, since different rules apply on private land. In such cases, towing may only occur "upon the written complaint of the owner or occupant of the property given to a constable or officer appointed for the carrying out of the provisions of the by-law".



The only exception to the above is for special constables appointed under the <u>Police Act</u>, who "shall be deemed to have the written authority of the owner or occupant of the property to enforce the by-law...".

In order to satisfy the wishes of the Committee, therefore, and yet remain within our lawful powers, it is proposed that By-law 134-83 be amended as follows:

- 1. A new Section 10 be added which states:
 - "(a) Subject to subsections (c) and (d) hereof, in addition to any other penalties provided in this by-law, a member of the Peel Regional Police Force or a Parking Control Officer may, where an unauthorized motor vehicle is parked or left in a designated parking space, cause that motor vehicle to be removed, taken away and stored in a suitable place;
 - (b) All costs and charges incurred for removing, caring for and storing a vehicle removed pursuant to subsection (a) shall be a lien upon the vehicle, which lien may be enforced in the manner prescribed by Section 52 of the Mechanics' Lien Act, R.S.O. 1980, c. 261, as amended;
 - (c) The driver or owner of a motor vehicle parked or left in a designated parking space that is in a public parking area that is on private property is not liable to any penalty or to have the motor vehicle removed from such property or impounded except upon the written complaint of the owner or occupant of the property given to a constable or parking control officer;
 - (d) A special constable appointed under the Police Act in respect of a particular property to enforce this provision of this by-law shall be deemed to have the written authority of the owner or occupant of the property to enforce the provisions of this section and such constable is not required to receive a written complaint under subsection (c) before enforcing the by-law;
 - (e) Where the owner or occupant of property affected by this section has provided designated parking spaces, an unauthorized motor vehicle parked or left therein shall be deemed to have been parked or left without consent.



 Sections 10 and 11 of By-law 134-83 should be renumbered as Section 11 and 12 respectively.

The Legal Department has only two other comments to make on this issue, neither of which relate to the law but rather to practice. First, it is suggested that towing will not likely provide an effective remedy for this problem. It is a real likelihood that those individuals who "gamble" on parking in a handicapped zone do so usually for only a short period of time and thus the time involved in getting a tow truck on site weighs against it providing an answer to the issue. In this regard, higher ticket fines are much more likely to provide the necessary deterrent.

Secondly, the Committee may wish to weigh the issue of introducing a towing provision into the handicapped by-law against the danger that someone who is in fact disabled or is chauffeuring a disabled person gets their vehicle towed away only because they did not display the proper identification thereon.

CONCLUSION:

It is concluded that, if the Committee wishes to provide for towing cars from handicapped parking areas, the suggested by-law amendments set forth herein will accomplish that purpose.

RECOMMENDATION:

That the review by the City Solicitor of a proposal for towing of vehicles from handicapped parking areas be received for information.

Bruce E. Thom, Q. C. City Solicitor

BET/jalf

CITY MANAGER'S RECOMMENDATION:

That no action be taken to provide for the towing of vehicles illegally parked in designated handicapped parking spaces.



Clerk's Files E. 02. 02.2

OPERATIONS/WORKS_DEC 1 4 1988

P-594

DATE:

December 8, 1988

TO:

CHAIRMAN AND MEMBERS OF OPERATION AND WORKS COMMITTEE

FROM:

Terence L. Julian, City Clerk

SUBJECT:

City of Mississauga sale to Steven and Marion Hartley and Lawrence and Theresa Morgan Part of Block A, Plan 529 designated as Parts 1, 2 and 3 Plan 43R-16093

COMMENTS:

Pursuant to Agreements of Purchase and Sale entered into with abutting land owners the City is disposing of surplus lands described as Part of Block A, Registered Plan 529, designated as Parts 1, 2 and 3, Plan 43R-16093. Prior to completion of these transactions and in order to secure for the Regional Municipality of Peel its interest in sanitary sewers located within these lands a Transfer of Easement from the City to the Region must be registered

CONCLUSION:

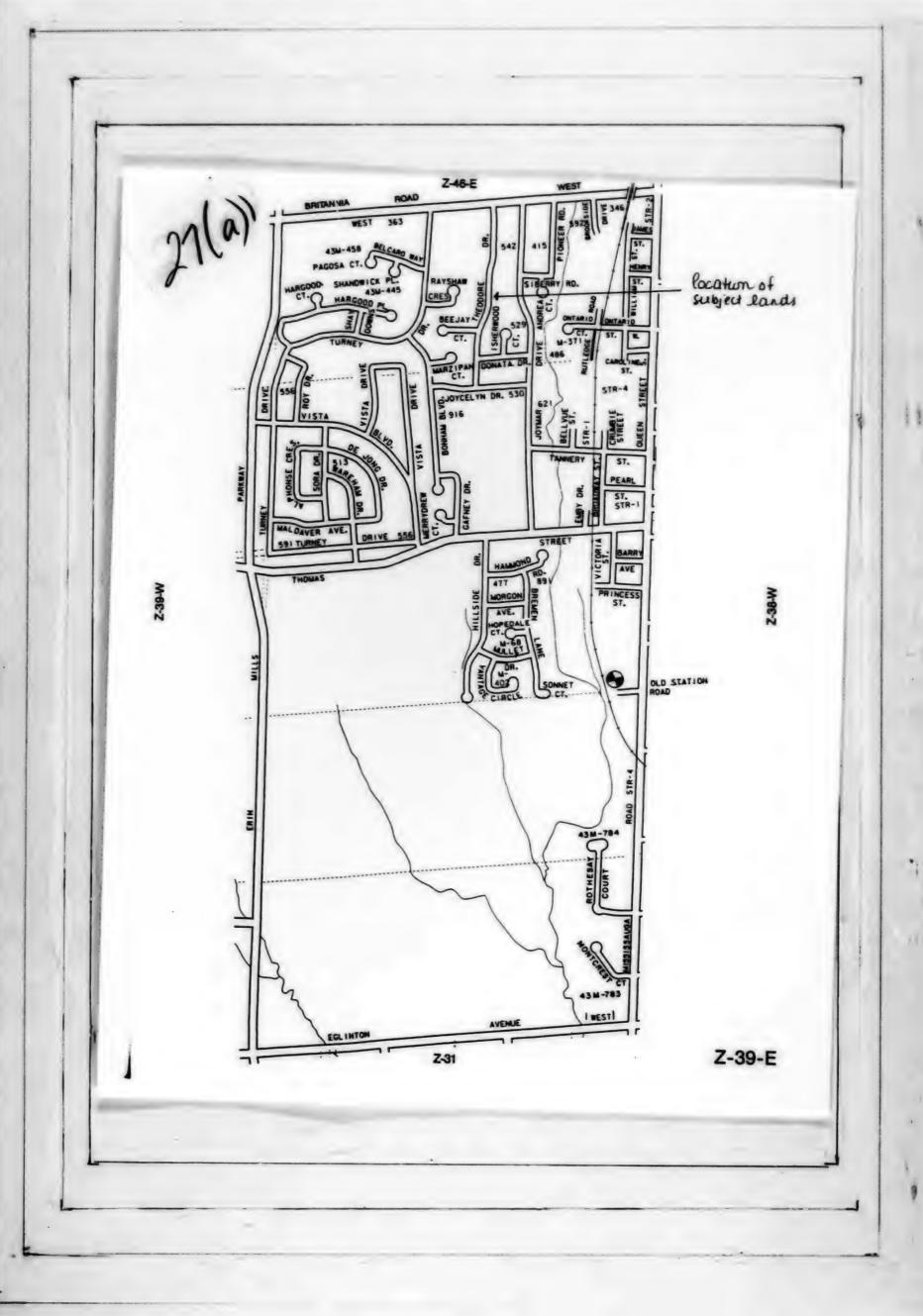
It is in order that a Transfer of Easement for Parts 1 and 2, Plan 43R-16093 from the City of Mississauga to the Region be

executed by the Mayor and Clerk.

RECOMMENDATION:

That a By-Law be enacted authorizing the Mayor and Clerk to execute a Transfer of Easement to the Region of Peel for sanitary sewers for lands described as Part of Block A, Registered Plan 529, designated as Parts 1 and 2, Plan 43R-16093.

JAM:cp





F.02.03.12

OPERATIONS/WORKS

DEC 1 4 1988

DATE:

October 13, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

Terence L. Julian, A.M.C.T., C.M.C.

City Clerk

SUBJECT:

Proposed conveyance of a watermain easement to the Regional Municipality of Peel over part of closed out Mill Street by By-law

1045-86.

ORIGIN:

Closure by the City of part of Mill Street by By-law 1045-86,

Registered as Instrument 777656.

COMMENTS:

The City in the course of the closure of part of Mill Street, immediately south of Main Street, advised by general circulation all concerned utilities and the Regional Municipality of Peel if they had any interest to be protected by easement.

A response was received from the Regional Municipality of Peel expressing that they wished to have a watermain valve protected by easement, in support of which the appropriate documenation was prepared. The Public Works Department have reviewed and approved the easement to be granted to the Regional Municipality

of Peel.

RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a permanent easement to the Regional Municipality of Peel over the closed out part of Mill Street by By-law 1045-86, Registered

as Instrument number 777656.





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OPERATIONS/WORKS

DEC 1 4 1988

DATE:

November 10, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

Terence L. Julian, A.M.C.T, C.M.C.

City Clerk

SUBJECT:

Quit Claim of a Temporary Working Easement in favour of Mayvon Investments Limited described as Parts 2, 3 and 9 on Plan

ORIGIN:

Grant of Easement in favour of the City of Mississauga registered on title May 5, 1980 as Instrument Number 547523.

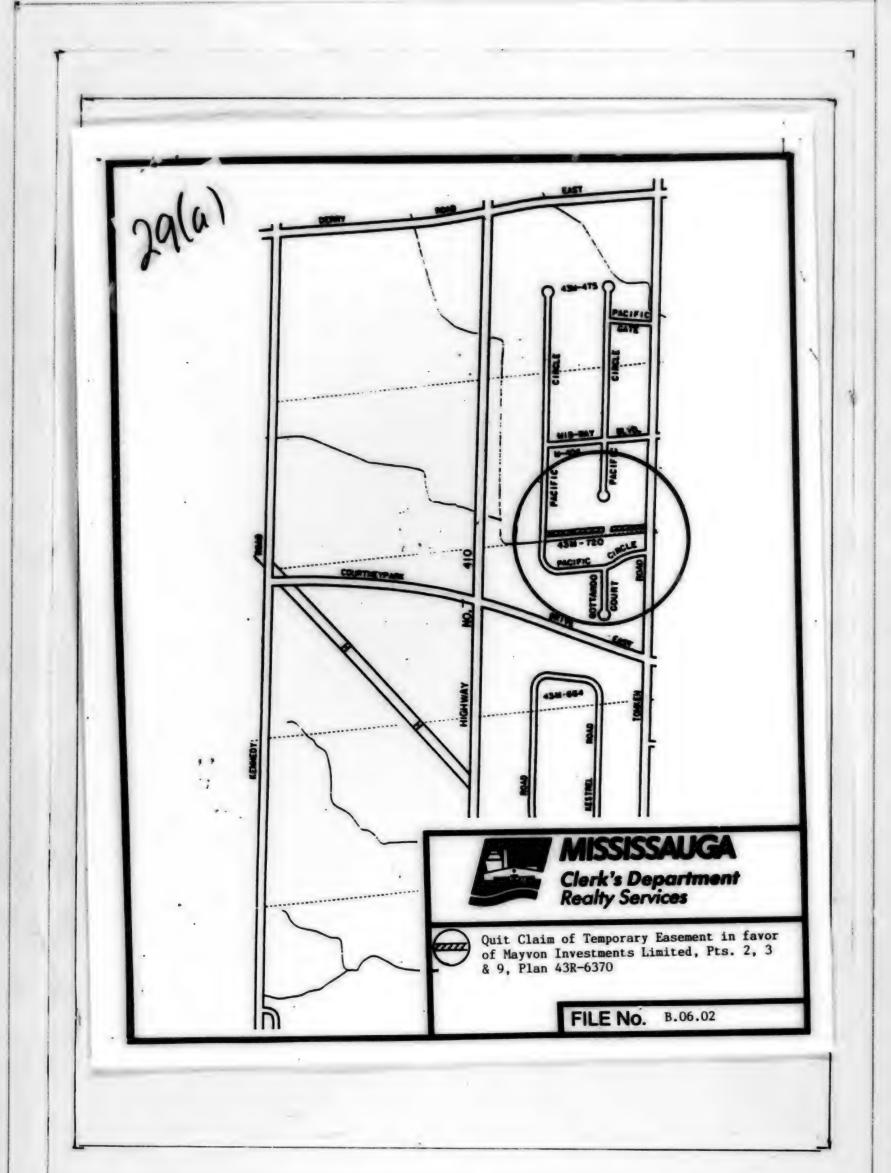
COMMENTS:

The City acquired for storm sewer purposes a permanent easement on the west limit of Second Line East (Tomken Road) described as Parts I and I0 and a temporary working easement described as Parts 2, 3 and 9 on Plan 43R-6370. These easements were conveyed to the City by Instrument Number 547523, registered May 5, 1980. Mayvon Investments Limited, the owners of the property subject to the described easements are presently arranging a Mortgage through the Bank of Nova Scotia and have requested the City to provide a release and quit claim of the City's interest in the temporary working easement.

The request has been reviewed and approved by the Public Works

RECOMMENDATION: That a By-Law be enacted authorizing execution by the City of a Quit Claim in favour of Mayvon Investments Limited of the temporary easement designated in Instrument Number 547523 and described as Parts 2, 3 and 9 on Plan 43R-6370.

Terence L. Julian, A.M.C.T., C.M.C





Files T-87003

OPEHALIONS/WORKS

DEC 1 4 1988

DATE:

November 29, 1988

TO:

Chairman and Members of the Operation and Works Committee

FROM:

Terence L. Julian, A.M.C.T., C.M.C.

City Clerk

SUBJECT:

Conveyance of Permanent Easement to the City of Mississauga for Ontario Hydro over Part of Lot 9, Concession 1, East of Hurontario Street, Parts 2, 3 and 6, Plan 43R-15639.

ORIGIN:

Proposed Plan of Subdivision T-87003, Gottardo Properties, Consolidated Planning Report dated January 8, 1988.

COMMENTS:

As a condition of registration of subdivision T-87003 being developed by Gottardo Properties, the City is to acquire from Ontario Hydro an external storm sewer easement west of Kennedy Road described as Parts 2, 3 and 6 on Plan 43R-15639. The funding for the acquisition in the amount of \$5,830.00 has been provided by the developer.

The location of the permanent easement to be conveyed to the City has been reviewed and approved by the Public Works Department.

RECOMMENDATION:

That a By-Law be enacted authorizing execution and acceptance by the City of a conveyance of a permanent easement from Ontario Hydro to the City of Mississauga over part of Lot 9, Concession I, East of Hurontario Street, designated as Parts 2, 3

and 6 on Plan 43R-15639.

Terence L. Julian, A.M.C.T.,





Clerk's Files E.02.02.02.37

DEC 14 1988 **OPERATIONS/WORKS**

November 29, 1988

TO:

Chairman and Members of the Operation and Works Committee

FROM:

DATE:

Terence L. Julian, A.M.C.T., C.M.C.

City Clerk

SUBJECT:

Proposed conveyance of a utility easement to Hydro Mississauga

over part of closed out Needham Lane by By-law 95-88.

ORIGIN:

Closure by the City of part of Needham Lane by By-law 95-88 registered as Instrument Number 853056.

COMMENTS:

The City in the course of the closure of part of Needham Lane within Part of Lot II, Concession I, South of Dundas Street advised by general circulation all the concerned utilities if they had any interest to be protected by easement.

Hydro Mississauga advised that they wished to have their overhead hydro pole line protected by easement in support of

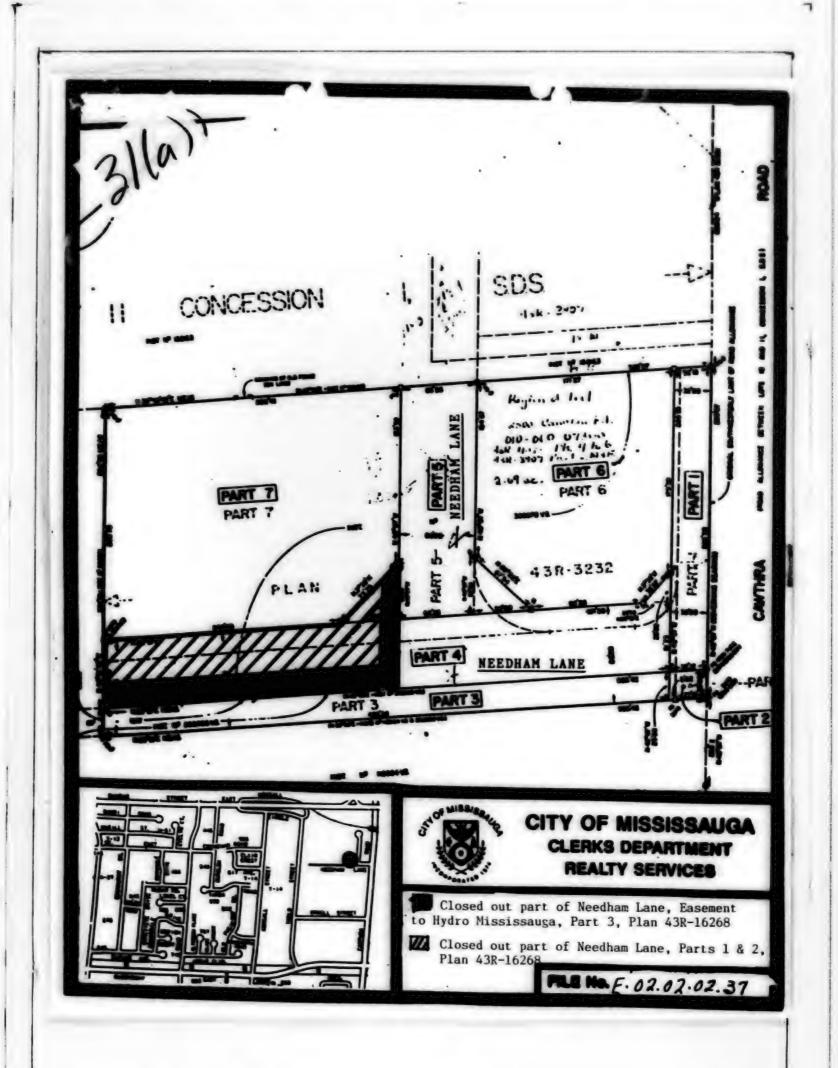
which they submitted the appropriate documentation. The easement is described as Part 2 on Plan 43R-16268. The Public Works Department have reviewed this matter and concur with the

proposed grant of easement to Hydro Mississauga.

RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a permanent easement to the Mississauga Hydro-Electric Commission over closed out part of Needham Lane by By-law

95-96 and described as Part 2 on Plan 43R-12628.

Terence L. Julian, A.M.C.





J.05.85016

DEC 14 1988

OPERATIONS/WORKS

DATE:

November 29, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

Terence L. Julian, A.M.C.T., C.M.C.

City Clerk

SUBJECT:

Part of Dolphin Public School encroaching on City property, Part

l, Plan 43R-15950.

ORIGIN:

William Street improvement project (Streetsville District) from Ontario Street to James Street (P.N. 85-119).

COMMENTS:

In the 1967-68 period the Peel Board of Education unknowingly constructed Dolphin Public School partially on lands owned by the Town of Streetsville. The property was originally acquired gratultously in 1948 by the Village of Streetsville for the intended purpose of extending Rutledge Road. In the course of time this extension was found not to be necessary or desirable because of alternate development in the area.

As a result of recent survey work associated with the reconstruction of William Street the encroachment problem became known to the City and the Peel Board of Education who requested the lands be conveyed in order to clear title.

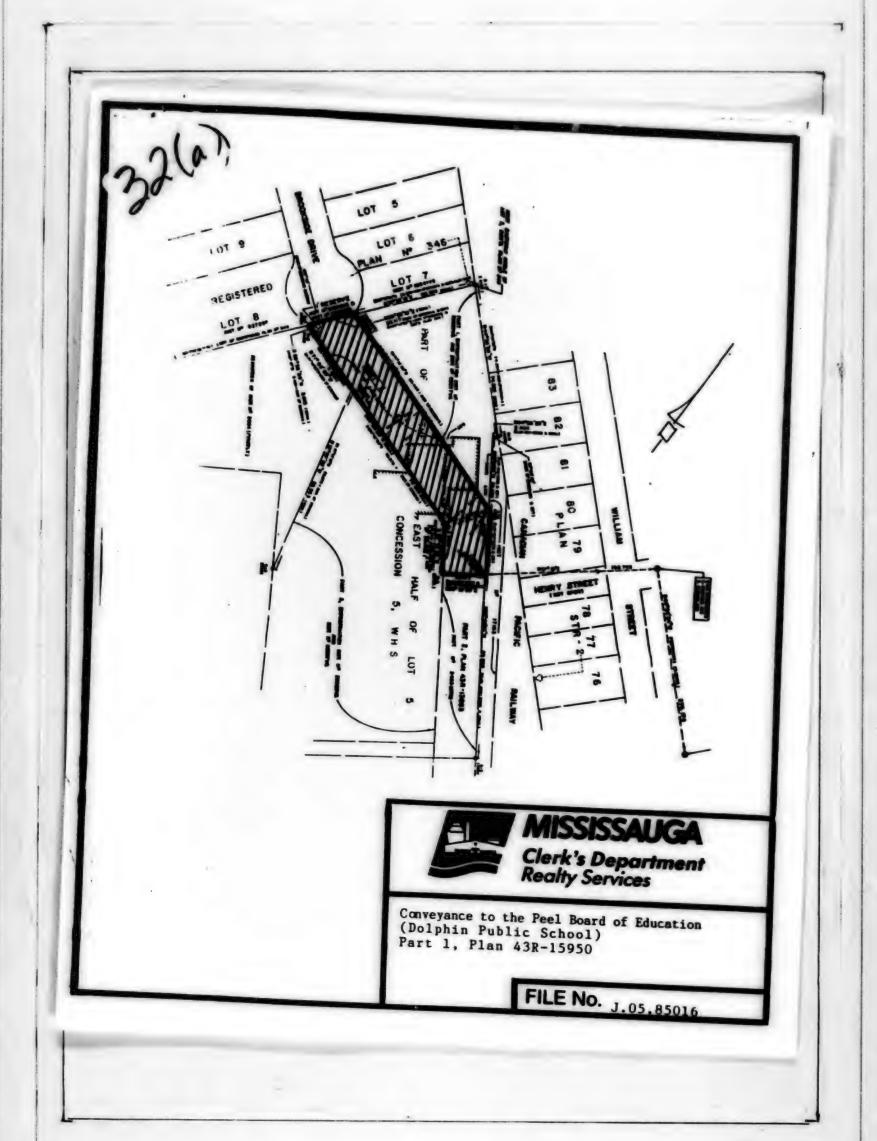
The Clerk's, Legal and Public Works Departments have reviewed the matter and have no objections in recommending the conveyance of the encroached lands described as Part I on Plan 43R-15950 comprising an area of 0.2896 ha (0.71 acres) to the Peel Board of Education.

RECOMMENDATION: That a By-Law be enacted authorizing execution of a Deed of Land to the Peel Board of Education over part of the East Half of Lot 5, Concession 5, West of Hurontario Street, described as Part

l on reference plan 43R-15950.

Julian, A.M.C.T., C.M.C.

City Clerk





Files E.04.02.02.15

DEC 14 1988

OPERATIONS/WORKS

DATE:

December 7, 1988

TO:

Chairman and Members of the Operations and Works Committee

FROM:

Terence L. Julian, A.M.C.T., C.M.C.

City Clerk

SUBJECT:

Storm Sewer Undercrossing the Canadian National Railway right-of-way between Troy Street and Queen Street.

ORIGIN:

Pipe Crossing Agreement dated January 29th, 1988 from Canadian National Railway Company.

COMMENTS:

In 1962 a Pipe Crossing Agreement was entered into by the then County of Peel and the C.N.R. Co. to permit a sanitary and storm sewer undercrossing the C.N.R. right of way between Troy Street and Queen Street.

The agreement was recently renewed for a period of 10 years commencing December 1, 1987.

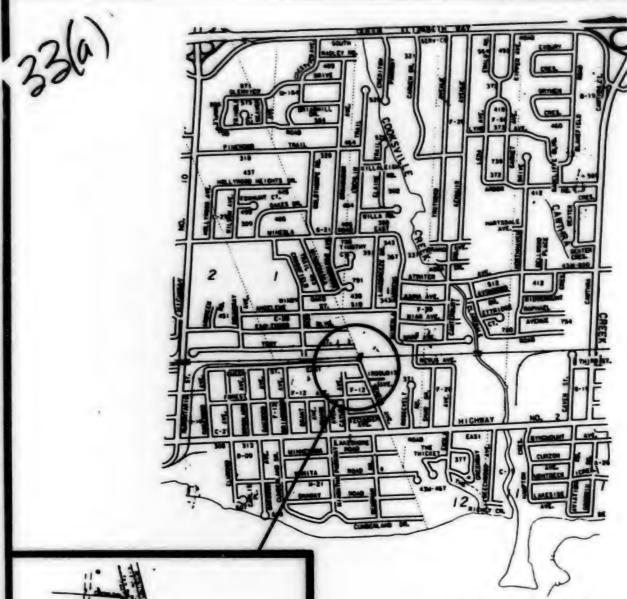
Since the storm sewer falls under the jurisdiction of the City, the Region of Peel requested the City participate in the annual payments which amount to \$27.00 per year. In order to facilitate the administration of this agreement, a separate document between the City and C.N.R. has been prepared.

The terms and conditions of the agreement were reviewed and approved by the Public Works Department.

RECOMMENDATION: That a by-law be enacted authorizing execution of a "Pipe Crossing Agreement" dated January 29, 1988 between the City of Mississauga and the Canadian National Railway Company.

Terence L. Julian, A.M.C.T., C.M.C.

City Clerk



LAKE ONTARIO



MISSISSALIGA

Clerk's Department Realty Services

Pipe Storm Crossing Agreement between City and Canadian National Railway

FILE No. E.04.02.02.15

TRAFFIC SAFETY COUNCIL 0058C/179C

NOVEMBER 30, 1988 34

REPORT NO.8-88

OPENATIONS/WORKS

To: Operations and Works Committee

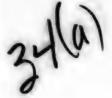
LADIES AND GENTLEMEN:

The Traffic Safety Council presents its eighth report and recommends:

- TSC-86-88 a) That the Principal of Maple Wood Public School be requested to direct parents to have the children cross at the northwest corner of Montevideo Road and Derry Road.
 - b) That the Public Works Department and the Recreation and Parks Department be required to investigate all pedestrian overpasses in the City to determine if steps can be erected to make the overpasses more accessible.
 - c) That the Public Works Department, Region of Peel, be requested to investigate the timing of the pedestrian walk light at Copenhagen Road and Derry Road, to determine if it could be lengthened.
 - d) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to reinspect the area of Derry Road and Montevideo Road and Copenhagen Road, to determine if a Crossing Guard is warranted.

F.06.03.02 (TSC-86-8-88)

- TSC-87-88 a) That the Public Works Department be requested to implement a 40 km. speed zone in front of St. Elizabeth Seton Separate School, 6133 Glen Erin Drive.
 - b) That a 'School Crossing Ahead' sign be placed north of the intersection of Inlake Court and Glen Erin Drive, for the southbound traffic.
 - c) That white lines be painted east and west across Glen Erin Drive at the intersection of Glen Erin Drive and Inlake Court on the south side of Inlake Court
 - d) That white lines be painted north and south to cross Inlake Court on the east side.



- d) That the Recreation and Parks Department and the Public Works Department be requested to carry out the necessary works to clean up the underpass in the Glen Erin Drive, Inlake Court area.
- e) That the Public Works Department conduct a study at Inlake Court and Glen Brin Drive to determine if warrants are met for either stop signs or traffic lights.
- f) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to reinspect Inlake Court and Glen Erin Drive, to determine if warrants are met for a Crossing Guard.
- g) That the Public Works Department prepare a report to the Traffic Safety Council setting out the policy for the implementation of 40 km. speed zones in front of elementary schools within the City of Mississauga.

F.06.03.02 (TSC-87-8-88)

- TSC-88-88 (a) That the children attending Brookmede Public School and Pierre Laport Separate School be instructed to use the underpass in the area of The Collegeway and Hornbeam Crescent.
 - (b) That the Recreation and Parks Department be requested to repair the lights in the underpass in the area of The Collegeway and Hornbeam Crescent.
 - (c) That a warning sign indicating 'Children Crossing Ahead' be placed at the bend on the Collegeway for west bound traffic, and that the Public Works Department prepare a report to the Traffic Safety Council regarding the proposal that a caution light be placed on the 'Children Crossing Ahead' sign.
 - (d) That the Public Affairs Department be asked to work in conjunction with the Peel Regional Police to produce pamphlets regarding 'Safety In Underpasses', and that consideration also be given to the production of posters regarding 'Safety In Underpasses'.

F.06.03.02 (TSC-88-8-88)

TSC-89-88 That a Crossing Guard not be placed on Willowbank Trail in front of St. Vincent de Paul Separate School, 665 Willowbank Trail, as warrants are not met.

F.06.03.02 TSC-89-8-88)

November 30, 134(b)

- TSC-90-88 (a) That a Crossing Guard not be placed on Windwood Drive between Tours Road and Andorra Circle, as warrants are not met.
 - (b) That the Public Works Department be requested to erect an additional 'School Crossing' sign eastbound on Windwood Drive.

F.06.03.02 (TSC-90-8-88)

TSC-91-88 That a Crossing Guard not be placed at Main Street and Church Street in Streetsville, as warrants are not met.

F.06.03.02 (TSC-91-8-88)

- TSC-92-88 (a) That a Crossing Guard not be placed at the intersection of the Chase and The Gallops, as warrants are not met.
 - (b) That speed limit signs be erected on The Chase in the area of Sedgefield Road and The Gallops.

F.06.03.02 (TSC-92-8-88)

TSC-93-88 That a second adult crossing guard be hired and placed at the intersection of Lakeshore Road West and John Street in the interest of the safety of the school children and the existing Crossing Guard.

F.06.03.02 (TSC-93-8-88)

- TSC-94-88 (a) That the school bus loading zone on Golden Orchard Drive at Burnhamthorpe Public School, 3465 Golden Orchard Drive remain as is.
 - (b) That expansion of the school bus loading zone at Burnhamthorpe Public School, 3465 Golden Orchard Drive, or the construction of on-site bus facilities not be pursued at this time.

F.06.03.02 (TSC-94-8-88)

TSC-95-88 That the letter dated November 23, 1988, from T. G. Howe, Regional Business Officer, Peel Board of Education, regarding the removal of the Crossing Guard, Eglinton Avenue and Heritage Hills Drive, be received for information.

F.06.03.02 (TSC-95-8-88) ISC-96-88

That the request dated November 4, 1988, from Mr. J. R. McDonald, Vice-Principal, St. Thomas More School, 3270 Tomken Road, asking that St. Thomas More School be approved to take part in the School Bus Patrollers Program, be approved.

F.06.03.02 (TSC-96-8-88)

- TSC-97-88 (a) That a Crossing Guard be placed at Park Street East and Rosewood Avenue, as warrants are met.
 - (b) That the Public Works Department be requested to institute 'No Stopping' signs on the east side of Rosewood Avenue.
 - (c) That the Public Works Department be requested to review the possibility of an advance green light at the intersection of Hurontario Street and Park Street for morning operation.
 - (d) That the Principal of Forest Avenue Public School be requested to direct parents to drop off and pick up their children on Forest Avenue, in front of the school.

F.06.03.02 (TSC-97-8-88)

TSC-98-88 That a Crossing Guard not be placed at Havenwood Drive and Haven Glenn, as warrants are not met.

F.06.03.02 (TSC-98-8-88)

TSC-99-88 That a Crossing Guard not be placed at Vanderbilt Road and Danton Promenade, as warrants are not met.

F.06.03.02 (TSC-99-8-88)

TSC-100-88 That the memo dated November 22, 1988, from William P. Taylor, Commissioner of Public Works, regarding the shortage of a Crossing Guard at Paisley Boulevard and Stillmeadow Road, be received for information.

F.06.03.02 (TSC-100-8-88)

November 30, 191 34

TSC-101-88 (a) That the report dated November 14, 1988 from the Commissioner of Public Works providing an update on the shortage of crossing guards, be received for information, and a copy of the report be forwarded to the Operations and Works Committee for the Committee's information.

(b) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board, be requested to make all School Principals in the City of Mississauga aware of the present shortage of Crossing Guards, and to request School Principals to make parents aware that there may be a Crossing Guard shortage in their area, and that parents be requested to educate their children on how to cross the street safely, in the absence of a Crossing Guard.

F.06.03.02 (TSC-101-8-88) 35

Report dated November 14, 1988, from the Commissioner of Public Works regarding the shortage of crossing guards.

This report was considered by the Traffic Safety Council on November 30, 1988, and the following recommendation approved:

- (a) That the report dated November 14, 1988 from the Commissioner of Public Works providing an update on the shortage of crossing guards, be received for information, and a copy of the report be forwarded to the Operations and Works Committee for the Committee's Information.
- (b) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board, be requested to make all School Principals in the City of Mississauga aware of the present shortage of Crossing Guards, and to request School Principals to make parents aware that there may be a Crossing Guard shortage in their area, and that parents be requested to educate their children on how to cross the street safely, in the absence of a Crossing Guard.

F.06.03.02

RECOMMEND RECEIPT



TSC DATE MAN. 30/88

Cont's Flox F.OL:03.02.

PERATIONS/WORKS

DEC 14 1988

Originator's Files

13 211 00214 13 211 00209

DATE:

November 14, 1988.

TO:

Chairman and Members of the Traffic Safety Council.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Shortage of Crossing Guards.

ORIGIN:

Public Works Department.

BACKGROUND:

The Public Works Department has been experiencing difficulties recruiting and retaining school crossing guards over the last two years. The situation is becoming worse and the Public Works Department may be faced with temporarily having to leave a crossing guard location unattended. This report provides information on the reasons why a shortage of crossing guards exists and measures which are being taken to assist in correcting the difficulties in retaining and recruiting new crossing guards.

COMMENTS:

Due to the current economic climate it is becoming increasingly difficult to retain and recruit crossing guards. Other municipalities are also encountering similar problems. Individuals wanting part-time work can often find jobs that do not involve split shifts and working in the outside environment. The Personnel Department and Public Works Department have used a variety of sources to advertise the need for crossing guards including the Mississauga News (classified, editorial and City pages); Pennysaver; school newsletters; posting advertisements in apartment buildings, schools and supermarkets surrounding the crossing; and door-to-door canvassing.

Since September 1988 nineteen crossing guards have resigned, while only fourteen crossing guards have been hired. Since September 1988 nine new crossing guard locations have been approved for which only six crossing guards have been hired. The Public Works Department would like to have sixteen relief guards although at present there are only thirteen guards. At three locations the existing crossing guard has resigned and relief guards are needed to maintain the crossing. This leaves only ten relief guards to cover locations where crossing guards are sick or off on personal matters. At present the Public Works Department should have 158 crossing guards if all positions were filled.

As of the date of this report eleven crossing guards are needed for:

- Colonial Drive and Drummond
- Rosewood Avenue and Park Street
- Montevideo Road and Aquitaine Avenue
- Eglinton Avenue and Heritage Hills
- Confederation Parkway and Fairview Road W.
- Confederation Parkway and Central Parkway W.
- Central Parkway and Joan Drive
- Paisley Boulevard and Stillmeadow Road
- Relief guards (3)

In the event that the Public Works Department is unable to provide crossing guards at all locations due to a lack of manpower, the Peel Regional Police Department will be advised. It is their policy that if Officers are available they will place an Officer at the crossing for the morning shift. However, should an emergency occur the Officer will be required to leave the crossing unattended. In the event that a crossing temporarily can no longer be manned the school principal will be notified as soon as possible. This may not be until after the children arrive at school in the morning.

In response to concerns raised by crossing quards Public Works Department and Personnel Department staff met with four representatives of the guards on October II, 1988. Attached are the minutes of this meeting. The crossing guards raised not only issues related to compensation and benefits but also traffic safety issues. A general meeting of all crossing guards is being held on December 6, 1988 at Consumers' Gas building, Blue Flame Room, 950 Burnhamthorpe Road West, at which time any crossing guard will have the opportunity to express his/her concerns. Members of the Traffic Safety Committee are welcome to attend. Once all the concerns of the guards have been received and reviewed, they will be submitted to the Traffic Safety Committee.

The Personnel Department reviewed the rates paid to crossing guards approximately a year ago, but due to the current difficulties will be reviewing the pay rate and benefits before the end of 1988.

The Traffic Safety Committee in approving new crossing locations should be aware that it may be some time before a crossing guard can be recruited for the new location.

CONCLUSION: The Public Works Department has been experiencing difficulties recruiting school crossing guards. The situation is becoming worse and the Public Works Department maybe faced with temporarily having to leave a crossing guard location unattended. In the event that this occurs the Peel Regional Police will be advised and if they have available Officers they will be assigned to the crossing for the morning shift. The Personnel Department will be reviewing the compensation and benefits for crossing guards before the end of 1988. The Public Works Department and Personnel Department staff met with four crossing guard representatives on October II, 1988 to hear their concerns. A meeting is scheduled on December 6, with all crossing guards to hear their concerns.

Chairman and Members of the Traffic Safety Council

3 - November 14, 1988.

35(c)

RECOMMENDATION:

That the report dated November 14, 1988 from the Commissioner of Public Works providing an update on the shortage of crossing guards, be received for information and a copy of the report be forwarded to the Operations and Works Committee for information.

William P. Taylor, P. Eng. Commissioner Public Works Department

MP/deb ... 0594E

File 13 211 00214 13 211 00209

MEETING MINUTES

Crossing Guard Concerns.

DATE:

October 12, 1988.

TDE:

7:00 p.m.

LOCATION:

City Hall.

ATTENDANCE:

Eric Draycott, Manager, Labour Relations & Safety

Angus E. McDonald, Director, Construction & Operations Division Kees J. Schipper, Director, Traffic & Transportation Division

Martin Powell, Manager of Traffic Engineering Carol Stretton, Crossing Guard Supervisor Chris Wilcox, Assistant Crossing Guard Supervisor

Shirley Gourlie, Crossing Guard Diane Pelletier, Crossing Guard Jeanette Feron, Crossing Guard Mervin Tosh, Crossing Guard

The meeting was started with Carol Stretton providing introductions of everyone present at the meeting. Kees Schipper then provided some introductory remarks indicating that the purpose of the meeting was to solicit input on any concerns that the crossing guards had. It was indicated that this would be done in a confidential manner and that any concerns raised would not be associated with any particular individual. Eric Draycott reconfirmed the introductory comments made by Kees Schipper.

The following summarizes the concerns raised at the meeting. In order to present the concerns in a more logical fashion the concerns are broken into three categories: General Remarks; Traffic and Safety Concerns; Compensation and Benefits.

GENERAL REMARKS:

- Crossing guards would have preferred to have come out to a general meeting which would allow each individual to speak on his/her own behalf.
- A social event organized by Chris Wilcox several years ago was greatly appreciated and a similar event which would enable all the crossing quards to meet would be appreciated.
- Concern was expressed that the Separate and Public School Boards do not coordinate the timing of the Spring breaks. It was indicated that the City requested through Council that the School Boards coordinate the breaks within Mississauga. However, the City has no control over the Separate or Public School Boards.
- It was indicated that a yearly get-together, say at Christmas time, would be a moral booster.

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Some guards indicated that they would have preferred to decide who their representatives were for tonight's meeting. However, it was indicated that this was considered, however, as many of the guards do not know their co-workers it would be difficult for them to determine who would be the best to represent their concerns.

Discussion took place regarding having a yearly meeting with the crossing guards. Carol Stretton indicated that in the past, when the Police Department had responsibilities for the crossing guards, a yearly meeting was held. Since that time there have only been approximately three meetings with the crossing guards. It was brought up that municipalities such as Burlington, Hamilton and Brampton have annual Christmas dinners for the crossing guards and that some localities have a get-together of the crossing guards at the start of the school season in September.

TRAFFIC AND SAFETY CONCERNS:

- There is a lack of educational and promotional material, such as posters, dealing with the legalities of motorists and the children in the use of school crossings. It was pointed out that various advertisements exist dealing with school buses, however, no mention is ever made of crossing guards.
- Crossing guard promotional material could be included in school hand-outs, parents hand-books, parents night and as part of the safety talks the Police conduct at the schools. A discussion took place on who should be responsible for this promotional material and it was suggested that the Police could be responsible for presenting the material as part of their school talks and as part of the public relation booths at shopping malls, while the City could be responsible for the development of some of this material such as videos and
- Principals should take more of an interest in the crossing guards. This could assist in teaching the children to be more aware of the names of the crossing guards in the hopes that greater respect will develop.
- The Principals should be asking the crossing guards to do volunteer work to increase the exposure of the crossing guards to the children in the hopes that greater respect will develop.
- The guards want a better relationship with the schools and parents.
- The guards were concerned about the lack of enforcement of the parking regulations in the area of the school crossings. Angus McDonald explained the problems with enforcing 'no parking' regulations. When the parking enforcement officer arrives at the school site, if the driver is in the car, the officer is in no position to issue a ticket as the driver at anytime could leave the parking zone. Angus McDonald explained that parking enforcement officers cannot pursue a vehicle and that the pursuit of a vehicle could only take place by a Police Officer. It was explained that the parking control enforcement officers could issue tickets to vehicles illegally stopped in a 'no stopping' zone.

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Concern was expressed that motorists are not stopping at the school crossing when the guard is displaying the stop sign.

Parents and children are crossing against the red light at the traffic signals.

Crossing guards generally have to take a considerable amount of abuse from the drivers and parents, and this could be improved by more public awareness of the legalities surrounding school crossings.

Motorists not only disobey the school crossing guard they also disobey the red and amber lights at traffic signals. The intersection of Lakeshore and Shaw was discussed in regard to motorists by-passing the traffic signal by travelling through the adjacent A.& P. plaza parking lot.

Speeding by motorists takes place on many streets and more Police enforcement is required. Streets such as Lakeshore Road and Bromsgrove Road were specifically noted. When the Police do enforce the speed limit they often only are on the street for one day whereas a full week of enforcement would be better. Schools in the area of Lakeshore Road are not visible from the roadway which adds to the problem.

The intersection of Burnhamthorpe Road and Glen Erin Drive was discussed and it was requested that consideration be given to placing two crossing guards at this intersection due to the increase in traffic which will only further increase with the completion of Glen Erin Drive. It was noted that at present two crossing guards are in place at Burnhamthorpe Road and Sawmill Valley Drive. This matter should be referred to the Traffic Safety Committee.

The issue of children riding their bicycles within the crossings was discussed. If the children are not allowed to ride their bicycles they then start crossing at unprotected locations. This issue requires attention.

The crossing guard at Settler's Green School indicated that there was a problem with children crossing at Lorca Crescent instead of the protected crossing location and that the Principal needed to notify the children and parents of the proper crossing location. A pot hole on Montevideo Road will be looked after as soon as possible.

The matter of teachers letting the children out early without notifying the crossing guards was raised.

Crossing guards should be advised of any road construction that is to take place in the area of the crossing.

Better snow removal was requested for the crossing areas, at least to the same priority as bus shelters.

Litter baskets should be install at all crossing.

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COMPENSATION AND BENEFITS:

- Crossing guards feel that they should be paid for professional development days, the Christmas school break as well as the Spring break, as at present they are only paid for Thanksgiving Day, Christmas Day, New Year's Day, Good Friday and Victoria Day.
- An increase is required in the clothing allowance which is presently \$6.00 per month (\$60.00 per year), as this has remained unchanged for a number of years.
- Crossing guards, given their environment and the circumstances that they work under, require a better rate of pay.
- The issue of obtaining unemployment insurance during the Summer months was discussed including the difficulties the guards were experiencing in obtaining these benefits. Some crossing guards were informed that they are not eligible to receive unemployment insurance and if this is the case then they question why unemployment insurance benefits were being taken off their pay.
- Crossing guards felt they should be paid during inclement weather when the schools were closed. It was noted that the school bus companies were now starting to pay school bus drivers when schools are closed due to inclement weather. At present some guards get paid if the school is open while others don't if their school is closed.
- Crossing guards felt that they should be paid for all statutory holidays when they work the day before and the day after the holiday.
- Some guards feel that they should be provided with places to park their vehicles. It was indicated that at most locations this is not a problem, however, in one instance in the City where there was a severe problem the boulevard was paved to accommodate the crossing guard's vehicle.
- Considerable discussion took place in the compensation of crossing guards who have been with the City for a number of years. Several suggestions were made such as a bonus after five, ten, fifteen etc., years; and that increases should not only come after the first three months but should come after the first, second, third etc. years. Crossing guards are not receiving service awards from the City after working for a number of years. This further aggravates the fact that long-standing crossing guards who work for the City for a number of years are given no recognition for their service.
- Concern was raised that the crossing guards are not paid for sick days. It was explained that several years ago five sick days were rolled into the hourly rate and that new guards are not aware of this.

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Kees Schipper indicated that the crossing guard concerns would be summarized and a response to these concerns would be prepared. This information will be distributed to all crossing guards. Consideration would be given to holding a group meeting for the crossing guards at which time any further concerns could be addressed.

Erik Draycott then asked the crossing guards if the priority of their concerns was as follows; first, matters regarding public awareness, the legalities of school crossings and the problems associated with stopping and parked vehicles, while secondly, the issues surrounding compensation and benefits. The crossing guards indicated their agreement.

It was raised that the questionnaires filled out by the crossing guards contained many specific problems associated with their particular crossing. It was agreed that all questionnaires would be reviewed so that these concerns could be addressed.

The meeting concluded at approximately 9:20 p.m.

Stem 37

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

NOVEMBER 17, 1988 A.03.04.01

REPORT NO. 10-88

TO:

The Operations and Works Committee

OPERATIONS/WORKS

DEC 14 1968

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its tenth report and recommends:

PVA-64-88 That Mr. James H. Zardo be advised that his proposal for a hotel van shuttle service between Pearson International Airport and the City of Mississauga, is not currently permitted under Public Vehicle Licensing By-Law 697-84, as amended, and that the following information is required prior to further consideration of this request:

- (a) letters of support and acceptance for his proposed service from the management of the hotels.
- (b) a more detailed proposal showing routes to be used and times of service.
- (c) written authorization from Transport Canada to operate out of Pearson International Airport should the proposed service be approved by City of Mississauga.
- (d) the number of vans to be licensed for this service.
- (e) the number of existing vans that will be reduced at the hotel level by the provision of this service.

L.08.03 (PVA-64-10-88) That the Legal Department be requested to draft amendments to Schedules 3 and 4 of By-Law 697-84, as amended, to reflect the proposed increases to the respective flat rate tariffs for Taxicabs and Airport Public Transportation Vehicles in the City of Mississauga, as set out in the November 3, 1988, report of William P. Taylor, Commissioner of Public Works, and as amended by the Public Vehicle Authority on November 17, 1988.

- 2 -

L.08.02 (PVA-65-10-88)

PVA-66-88

That the new tariff rates for Taxicabs and Airport Public Transportation Vehicles (A.P.T.V.) become effective on the day of passing of the amending by-law to By-law 697-84, as amended, setting out the approved increases to the respective flat rate tariffs for Taxicabs and Airport Public Transportation Vehicles in the City of Mississauga.

L.08.02 (PVA-66-10-88)

PVA-67-88

That the letter dated September 28, 1988, from Mr. T. J. Labella regarding his proposed Airport Shuttle Service, be received for information.

L.08.03 (PVA-67-10-88)

PVA-68-88

That the letter dated October 24, 1988, from F. Clifford, Airport Taxicab Association, regarding plans of Transport Canada to increase permit concession fees for taxicabs at Pearson International Airport, be received for information.

L.08.02 (PVA-68-10-88)

PVA-69-88

That the letter dated October 19, 1988, from Bruce Mortensen, Vice-Chairman of the Public Vehicle Authority to Staff Sergeant Barry Brown, Peel Regional Police, regarding several unsuccessful attempts by the Taxis on Patrol Subcommittee of the Public Vehicle Authority to contact the Peel Regional Police regarding the implementation of the Taxis on Patrol Program in the City of Mississauga, be received for information.

L.08.04.07 (PVA-69-10-88) PVA-70-88

That the Public Works Department request the assistance of Peel Social Services in making contact with groups of people that would be users of the accessible taxi service, with a view to their providing the Public Vehicle Authority with informal input as to the quality and nature of the service over the first year of implementation.

L.08.04.05 (PVA-70-10-88)

PVA-71-88

That the letter dated October 10, 1988, from Inspector K. M. St. Clair, Operations Officer, Toronto Lester B. Pearson International Airport Detachment, Royal Canadian Mounted Police, regarding the "Policing and Security" services performed at designated Canadian Airports under the terms of the "Memorandum of Agreement" (MOA) between the R.C.M.P. and Transport Canada, be deferred to a future meeting of the Public Vehicle Authority, when all requested reports with regard to this matter have been received.

L.08.04.03 L.08.04.06 (PVA-71-10-88) 19

CITY OF MISSISSAUGA

MINUTES

MEETING TWENTY-ONE EIGHTY-EIGHT

NAME OF COMMITTEE:

OPERATIONS AND WORKS

DATE OF MEETING:

WEDNESDAY, DECEMBER 14, 1988, 9:10 A.M.

PLACE OF MEETING:

RESOURCE LIBRARY, CIVIC CENTRE

MEMBERS PRESENT:

Councillor H. Kennedy (Chair)
Councillor F. Dale
Councillor D. Culham
Councillor N. Iannicca

MEMBERS ABSENT:

Councillor M. Prentice Councillor F. McKechnie

STAFF PRESENT:

Mr. D.A. Lychak, City Manager
Mr. W.P. Taylor, Commissioner of Public Works
Mr. A. McDonald, Director, Public Works
Mr. K. Schipper, Director, Public Works
Mr. E.J. Dowling, Transit General Manager
Ms. L. Mailer, Committee Coordinator, Clerk's

Department

INDEX - OPERATIONS AND WORKS COMMITTEE - DECEMBER 14, 1988

DEPUTATIONS - 9:10 A.M.

A. Mr. P. Solomon, representing Petro-Canada
SP 227-88
SEE ITEM 1

ITEM	FILE	SUBJECT	
1.	SP 227-88	Petro-Canada - Sidewalk Construction	
2.	D.01.04	1988 Eleven Month Review - Transit Department	
3.	D.01.04	1989 Transit System Improvements	
4.	F.05.04.05	Blue Recycling Boxes Supply/Distribution	
5.	A.02.03.02.25	Highway 401/403/410 Interchange - Ministry of Transportation Ontario	
6.	T-86009	Heritage Hills III - Reduction in Major Watercourse Improvement Levy	
7.	M-578	Huron Heights Subdivision - Draw on Securities	
8.	M-622	Kaneff Residential Subdivision - Draw on Securities	
9.	M-570	Royal Park Subdivision - Assumption of Works	
10.	M-610	Indialantic Enterprises Limited - Assumption of Works	
11.	M-707	Sugar Maple Court - Deletion of Sidewalk	
12.	F.02.01	Atwater Avenue - Halg Blvd./Lakeview Golf Course - Reconstruction	
13.	T-85018	Seaview Drive Connection - Winston Churchill Blvd./Bushland Crescent	
14.	F.06.04.10	Perran Drive - Traffic Concerns	
15.	F.06.04.05	Bristol Road West - All-way Stops	
16.	F.06.04.02	Through Highway Designations	
17.	F.06.04.02	Muir Road - Parking Prohibition	
18.	F.06.04.05	Watline Avenue/Whittle Road - All-way Stop	

Operations/Works		- 2 -	December 14, 1988
19.	F.06.04.10	Hurontario Street - Eglinton Ave Speed Limit	nue/Britannia Road - Reduced
20.	F.06.04.05	Loyalist Drive/Galbraith Drive -	All-way Stop
21.	F.06.04.01 F.06.04.10	Lincoln Green Way/Robin Drive/S Concerns	Sevenoaks Drive - Traffic
22.	T-87039	Wimpey Subdivision - Street Nam	
23.	L.02.02	Bingo Lottery Licenses - Bingo C	ity Hall
24.	L.02.02	Bingo Lottery Licenses - Delta B	ingo Hall
25.	L.02.02	Special Bingo Lottery License - 1	The Sunshine Foundation
26.	F.06.02.01	Handicapped Parking - Two Away	Zone
27.	E.02.02.21	Easement - Theodore Drive	
28.	F.02.03.12	Easement - Mill Street	
29.	B.06.02	Quit Claim - Mayvon Investment	s Limited
30.	T-87003	Easement - Kennedy Road	
31.	E.02.02.02.37	Easement - Closed Out Needham	lane
32.	J.05.85016	Encroachment - Peel Board - Do	lphin Public School
33.	E.04.02.02.15	Storm Sewer Crossing - C.N.R	Troy Street/Queen Street
34.	A.03.04.11.02	Traffic Safety Council Report 8-	88 - November 30, 1988
35.	F.06.03.02	Crossing Guard Shortage	
36.	A.03.04.01	Public Vehicle Authority Report	10-88 - November 17, 1988

MATTERS CONSIDERED:

Report dated December 2, 1988, from the Commissioner of Public Works in response to a request by Petro-Canada Products, 2489 North Sheridan Way for exemption from the payment of monies for a future sidewalk on North Sheridan Way as a condition of site plan approval for Application SP-227/88W.

The Petro-Canada request on the basis that Council Resolution #32 of 1982 applies only to new developments and not to the expansion of an existing building which is the reason for their site plan application.

This Department has always taken the position that if site plan approval is required then the policy applies.

Clause (b) of Council Resolution #32 of 1982 makes no provision for exemption of existing developments from the payment of monies for future sidewalks and has been applied to all site plans on major roads since its adoption by Council in 1982.

RECOMMENDATION:

That Petro-Canada Products' request for exemption from the payment of monles for a future sidewalk on North Sheridan Way in connection with Site Plan Application SP-227/88W at 2489 North Sheridan Way be denied.

Mr. Phil Solomon, representing Petro-Canada, was scheduled to appear before the Committee; however, prior to the meeting, the matter was deferred at the request of Councillor Lane.

SP 227-88

Deferred

See Recommendation OW-485-88 (D. Culham)

- Report dated December 5, 1988, from the Transit General Manager, providing the 1988 Eleven Month Review including the following:
 - 1. Ridership
 - 2. Customer Complaints
 - 3. Initiatives
 - 4. System Improvements
 - 5. Financial Overview

RECOMMENDATION:

That the report dated December 5, 1988, f room the Transit General Manager providing the 1988 Transit Department Eleven Month Review, be received for information.

Mr. Ed Dowling and Mr. John Rydzewski reviewed the report and responded to questions of the Committee.

D.01.04

Received
See Recommendation OW-486-88 (D. Culham)

 Report dated December 5, 1988, from the Transit General Manager regarding the 1988 Transit System Improvements.

In 1988 twelve additional buses were purchased to initiate services improvements in January 1989. These buses are ready for service, however, additional costs to operate and maintain the vehicles require budget approval. Approval of these items is required immediately in order to implement the service on March 20, 1989, otherwise the implementation date will be postponed until September 4, 1988.

RECOMMENDATION:

That the budget (including 31 new staff positions) to implement service improvements on March 20, 1988, as outlined in Appendix A to the report dated December 5, 1988, from the Transit General Manager, be approved and that the Transit General Manager take the necessary steps to implement these system improvements to go into effect Mach 20, 1989.

D.01.04

Approved
See Recommendation OW-487-88 (D. Culham)

Report dated November 18, 1988, from the Commissioner of Public Works in response to requests for additional blue boxes and the feasibility of the City purchasing its own stock of recycling boxes and making these available for sale to the public on a cost plus handling fee basis.

RECOMMENDATION:

That the City of Mississauga undertake the sale of blue recycling boxes on a trial basis at \$9.00/box and that the program be re-evaluated when the first 500 have been depleted.

F.05.04.05(A)

Approved
See Recommendation OAW-488-88 (D. Culham)

- Report dated December 1, 1988, from the Commissioner of Public Works with respect to the a letter dated October 18, 1988, from the Ministry of Transportation advising that the detailed design phase for the following works is being initiated.
 - Construction of interchange lanes connecting Highway 403 south of Highway 401 to Highway 410 north of Highway 401 and the construction of tow bridges to accommodate the Highway 401 core lanes over the future Highway 403/410 connection.
 - The construction of the Highway 401 core lanes from just east to just west of Highways 403/410.

The Ministry is advising concerned agencies and the public of these projects because the studies will follow the Class Environmental Assessment process.

The first project is currently planned for construction during 1990 and the second project is currently programmed for construction in 1991. Previously, the Ministry had planned these as 1989 and 1990 projects. The Ministry should be requested to expedite the current project of constructing Highway 401/410 connections in order to allow the tendering of future works in 1989 and 1990 instead of 1990 and 1991.

Future work to reconstruct the Highway 401/Hurontario Street interchange and to extend the widened Highway 401 westerly to Hurontario Street is planned for the mid 1990's. The Ministry of Transportation should be requested to review the timing of the widening of Highway 401 westerly from highway 403/410 to a core collector system and program these works immediately after Highway 401/403/410 interchange works are completed. The three contracts involved in the extension of the Highway 401 core collector system to Hurontario Stret should be programmed in 1990, 1991 and 1992.

The Public Works Department is also reviewing the timing of the construction of Mavis Road in the vicinity of Highway 401 and the Mavis Road-Highway 401 interchange. Associated with this review will be an examination of the need to extent the Highway 401 core collector system westerly to Mavis Road. A report regarding this matter will be submitted to a subsequent meeting of the Operations and Works Committee.

The ramp from highway 410 northbound to Courtneypark Drive is expected to be opened to traffic shortly. At present, the Ministry has no plans to signalize the ramp terminal. The Ministry should be requested to install the necessary signals.

RECOMMENDATION:

That the Ministry of Transportation be requested

- (a) to expedite the current project for the construction of Highway 401/410 connections such that
 - the construction of the Highways 403/410 connection can be tendered in 1989 instead of the currently planned 1990; and

- (11) the construction of the Highway 401 core lanes from just east to just west of Highways 403/410 can be tendered in 1990 instead of the currently planned 1991.
- (b) to review the timing of the reconstruction of the Highway 401/Hurontario Street interchange and the extension of the Highways 403/410 and to program these works immediately after the Highway 401/403/410 interchange works are completed, and
- (c) to install traffic signals at the Highway 410/Courtneypark Drive ramp terminal in conjunction with the opening of the ramp to traffic.

A.02.03.02.25

Approved
See Recommendation OW-489-88 (D. Culham)

Report dated November 18, 1988, from the Commissioner of Public Works regarding a reduction of Major Watercourse Improvement Levy to be granted to the developer for the proposed residential subdivision known as Heritage Hills III, T-86009, located north of Eglinton Avenue West and west of McLaughlin Road.

As the storm sewer outlet for Heritage Hills III (T-86009) enters the system previously constructed in Heritage Hills I, the developer should receive a Major Watercourse Improvement Levy reduction for Plan T-86009 in the amount of \$100,000.00.

RECOMMENDATION:

That a credit in the amount of \$100,000.00 in the Major Watercourse Improvement Levy be afforded to the Kee Group Inc. for their proposed residential development T-86009 located north of Eglinton Avenue West and west of McLaughlin Road.

T-86009

Approved
See Recommendation OW-490-88 (D. Culham)

Report dated November 2, 1988, from the Commissioner of Public Works regarding a draw on the developer's securities for the completion of the acoustical fence on Lot 277 and Block 307, Plan 43M-578, Huron Heights Subdivision, located south of Eglinton Avenue East and east of Hurontario Street.

To date, the installation of the acoustical fence on Lot 277, and Block 307 at Lot 277, Plan 43M-578 has not been carried out by the developer. The City holds a Letter of Credit for Plan 43M-578 in the amount of \$1,075,600.00. It has been determined that the cost to undertake these works will be approximately \$17,500.00.

RECOMMENDATION:

That with respect to the 2.0 metre high acoustical fence on Lot 277 and Block 307, required under the Servicing Agreement for Plan 43M-578, Huron Heights Subdivision, located south of Eglinton Avenue East and east of Hurontario Street that the City construct these works at an estimated cost of \$17,500.00 and that the City Treasurer be authorized to draw on the Letter of Credit (current value \$1,075,600.00) securing the Servicing Agreement for Plan 43M-578, to defray the actual costs incurred by the City.

M-578

Approved
See Recommendation 491-88 (F. Dale)

Report dated November 2, 1988, from the Commissioner of Public Works regarding a draw on the developer's securities for the completion of the acoustical fence on Lot 1, Plan 43M-622, Kaneff Residential Subdivision, Phase 2, located south of Eglinton Avenue East and west of Central Parkway East.

To date, the installation of the acoustical fence on Lot 1, Plan 43M-622 has not been carried out by the developer. The City holds a Letter of Credit for Plan 43M-622 in the amount of \$237,808.70. It has been determined that the cost to undertake these works will be approximately \$25,000.00.

RECOMMENDATION:

That with respect to the 2.0 metre high acoustical fence on Lot 1, required under the Servicing Agreement for Plan 43M-622, Kaneff Residential Subdivision, Phase 2, located south of Eglinton Avenue East and west of Central Parkway East that the City construct these works at an estimated cost of \$25,000.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit (current value \$237,808.70) securing the Servicing Agreement for Plan 43M-622, to defray the actual costs incurred by the City.

M-622

Approved
See Recommendation OW-492-88 (F. Dale)

9. Report dated November 28, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Royal Park Subdivision, Registered Plan 43M-570, located north of Burnhamthorpe Road East, and east of Meadows Blvd.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services in the above mentioned plan.

RECOMMENDATION:

- (a) That The City of Mississauga assume the municipal works as constructed by the developer under the terms of the the Servicing Agreement for Craigmount Construction Limited, Registered Plan 43M-570, located north of Burnhamthorpe Road East and east of Meadows Blvd.
- (b) That the City Treasurer be authorized to return the Letters of Credit securing the Servicing Agreement for Registered Plan 43M-570 (currently valued at \$52,405.10 and 1,572.70) to the developer (Craigmount Construction Ltd...
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-570 as public highway and part of the municipal system of the City of Mississauga.

M-570

Approved
See Recommendation OW-493-88 (D. Culham)

10. Report dated November 28, 1988, from the Commissioner of Public Works regarding the Assumption of the Municipal Works for Indialantic Enterprises Limited, Registered Plan 43M-610, located north of Lakeshore Road west and east of Clarkson Road north.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement and the installation of the municipal services in the above mentioned plan. The remaining securities in the amount of \$50,939.78, should be released to the developer, Indialantic Enterprises Limited.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Indialantic Enterprises Limited Pengilley Place, Registered Plan 43M-610, located north of Lakeshore Road West and east of Clarkson Road North.
- (b) That the Letter of Credit securing the Servicing Agreement for Plan 43M-610 currently valued at \$50,939.78 be returned to the developer Indialantic Enterprises Limited.
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-610 as public highway and part of the municipal system of the City of Mississauga.

M-610

Approved
See Recommendation OW-494-88 (P. Mullin)

11. Report dated November 14, 1988, from the Commissioner of Public Works with respect to the deletion of the sidewalk on the north side of Sugar Maple Court.

A majority of the residents have petitioned the City to delete the sidewalk on the north side of Sugar Maple Court and since current City policy no longer requires a sidewalk on residential cul-de-sacs, the proposed sidewalk should be deleted. As a condition of the deletion the Developer should be required to pay the cash-in-lieu settlement.

RECOMMENDATION:

That notwithstanding the requirements of the Servicing Agreement for Hesport Subdivision Plan 43M-707 (located north of Burnhamthorpe Road East/east of Golden Orchard Drive), that the 1.5 m sidewalk not be constructed on the north side of Sugar Maple Court on condition that the Developer pay to the City the cash-in-lieu equivalent of the cost of the sidewalk construction.

M-707

Approved
See Recommendation OW-495-88 (D. Culham)

Report dated October 24, 1988, from the Commissioner of Public Works in response to a petition dated from the East Atwater Ratepayers Association requesting that Atwater Avenue east of Haig Boulevard be reconstructed to a curb and gutter standard without sidewalks. In order to eliminate the drainage concerns, the deficient running surface and provide a consistent road section, this road should be addressed in the 1989 Budget.

RECOMMENDATION:

That the reconstruction of Atwater Avenue from Haig Boulevard and the Lakeview Golf Course to a residential curb and gutter section be considered for inclusion in the 1989 Asphalt Resurfacing Program.

F.02.01

Approved
See Recommendation OW-496-88 (D. Culham)

Report dated October 13, 1988, from the Commissioner of Public Works regarding the closure of the temporary Seavlew Drive connection from Winston Churchill Boulevard to Bushland Crescent. The Ward Councillor and several of the area residents have become concerned with this temporary connection and it was suggested that the residents be surveyed to determine their wishes with respect to the closure.

RECOMMENDATION:

That the extension of the Seaview Drive extension from Winston Churchill Blvd to Bushland Crescent across Lot 28 R.P. 641 be maintained until such time as Bushland Crescent can be extended to Stockholm Road.

This report was included on the agenda of October 26, 1988 and deferred to this meeting to provide time for the Public Works Department to circulate the staff report to the affected residents.

T-85018 F.02.03

Approved
See Recommendation OW-497-88 (P. Mullin)

14. Report dated November 22, 1988, from the Commissioner of Public Works in response to a petition from the residents regarding traffic on Perran Drive.

The Public Works Department has received numerous complaints regarding traffic concerns on Perran Drive. These included speeding, through traffic from Thornlodge Drive to Fifth Line West; and a request for an all-way stop at a mid-way location.

At the request of Councillor Lane a number of traffic studies were conducted on Perran Drive. These included all-way stop, radar speed study and origin-destination study.

The results of these studies indicated that an all-way stop is not warranted at the intersection of Perran Drive and Cushing Road due to low vehicle volumes. Speeding should be occasionally monitored by the Peel Regional Police and through traffic would be considered minimal particularly due to the presence of the school and does not pose a serious problem to area residents.

RECOMMENDATION:

- (a) That an all-way stop at the intersection of Perran Drive and Cushing Road not be implemented at this time as warrants have not been satisfied:
- (b) That speeding be monitored by the Peel Regional Police during the a.m. peak hours of 7:00 a.m. 9:00 a.m.);
- (c) That prohibitions not be implemented to restrict through traffic on Perran Drive as volumes would not be considered excessive.

At the request of the area representative, Councillor D. Lane, this report was referred back to Staff.

F.06.04.10

Deferred
See Recommendation OW-498-88 (D. Culham)

Report dated November 22, 1988, from the Commissioner of Public Works with respect to the feasibility of implementing a number of all-way stops on Bristol Road West between McLaughlin Road and Hurontario Street. This request was precipitated as a result of a request by Mrs. M. Reid, 262 Bristol Road West at the Operations and Works Committee meeting on October 26, 1988.

It is apparent that current traffic volumes would not warrant all-way stop installation along Bristol Road West and in view of its major collector designation, would reduce considerably the efficiency of the roadway if implemented. While it is difficult to anticipate the impact that the decision to construct McLaughlin Road to a two-lane cross-section rather than a four-lane cross-section will have, provisions have been made for signalization should traffic volumes increase considerably.

RECOMMENDATION:

That all-way stops not be implemented along Bristol Road West since volume warrants would not be satisfied and current traffic conditions would be considered acceptable.

F.06.04.05

Approved

See Recommendation OW-499-88 (D. Culham)

16. Report dated December 7, 1988, from the Commissioner of Public Works regarding through highway designations in various subdivisions.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish the designation of through highways within the following plans of subdivision:

PLAN NO:	STREET:	Z-ARE
43M 723	Blackfoot Trail	Z-37
43M 782	Bristol Road East	Z-36
43M 791	Ceremonial Drive	Z-37
43M 782	Clansman Trail	Z-36
43M 791	Constellation Drive	Z-37
43M 793	Explorer Drive	Z-34
43M 804	Fleur-De-Lis Court	Z-37
43M 790	Galaxy Court	Z-37
43M 791	Gulldwood Way	Z-37
43M 788	Grossbeak Drive	Z-56
43M 768	Highbrook Avenue	Z-38
43M 731	Huntingfield Drive	Z-37
43M 767	Invergordon Lane	Z-38
43M 803	Lafayette Drive	Z-37
43M 777	Macedonia Crescent	Z-22
43M 793	Matheson Boulevard East	Z-34

43M 787	Nahani Way	Z-36
43M 759	Old Castle Crescent	Z-38
43M 788	Osprey Boulevard	Z-56
43M 788	Prairie Circle	Z-56
43M 777	Riel Drive	Z-22
43M 769	River Grove Avenue	Z-38
43M 759	Riverside Place	Z-38
43M 770	Rolling Valley Drive	Z-32
43M 803	Roselaire Drive	Z-37
43M 793	Satellite Drive	Z-34
43M-804	Spangler Drive	Z-37
43M 791	Sunray Drive	Z-37
43M 782	Thornwood Drive	Z-36
43M 782	Trailwood Drive	Z-36
43M 788	Waxwing Drive	Z-56
43M 780	Willow Way	Z-38

F.06.04.02

Approved

See Recommendation

17. Report dated November 7, 1988, from the Commissioner of Public Works regarding parking prohibition on Muir Road.

> Public Works personnel have reviewed on-street parking on Muir Road through the limits of the road curve in response to concerns expressed by residents pertaining to a sight obstruction.

In the interest of safety, parking should be prohibited on Muir Road through this curve. The parking prohibition will ensure a safer operation through this section of Muir Road.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides through the road curve on Muir Road between a point 90 metres south of Dormer Street and a point 85 metres south-easterly thereof.

F.06.04.02

Approved
See Recommendation OW-501-88 (P. Mullin)

Report dated November 4, 1988, from the Commissioner of Public Works in 18. response to a request for an all-way stop at Watline Avenue/Whittle Road.

> The Public Works Department has received a number of complaints regarding the subject intersection. Some of the remarks included 'apparent accident problems', 'drivers having difficulty seeing existing stop signs' and 'an all-way stop is required'.

Various traffic studies and observations were conducted including turning movement counts and an accident analysis.

Based on the results of traffic studies conducted by the Public Works Department, an all-way stop is technically warranted at the intersection of Watline Avenue and Whittle Road. Installation should help to improve the level of safety at this location.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Watline Avenue and Whittle Road, as warrants have been met.

F.06.04.05

Approved

See Recommendation OW-502-88 (P. Mullin)

19. Report dated November 22, 1988, from the Commissioner of Public Works regarding a speed limit reduction on Hurontario Street between Eglinton Avenue and Britannia Road.

The Public Works Department has been monitoring vehicle speeds and general traffic conditions on Hurontario Street during 1988. In November of 1987 a report was submitted to the Operations and Works Committee recommending a reduction in the posted speed on Hurontario Street from Highway 403 to Matheson Boulevard. However, approval was received for a reduction only as far north as Eglinton Avenue and the posted speed remains 80 km/hr from Eglinton Avenue to the north City limit.

It is evident that a reduction in the posted speed limit from 80 km/hr to 60 km/hr on Hurontario Street between Eglinton Avenue and Britannia Road may reduce the frequency of collision, enhance turning movements to and from Hurontario Street and assist in increasing the overall level of safety within this area.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a reduction in the posted speed from 80 km/hr to 60 km/hr on Hurontario Street between Eglinton Avenue and Britannia Road.

F.06.04.10

Approved

See Recommendation OW-503-88 (D. Culham)

20. Report dated November 4, 1988, from the Commissioner of Public Works in response to a number of requests for an all-way stop at the intersection of Loyalist Drive and Galbraith Drive have been forwarded to the Public Works Department.

Based on the results of traffic studies, an all-way stop is technically warranted and should be implemented at the intersection of Loyalist Drive and Galbraith Drive. This installation may improve the level of safety at this intersection.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Loyalist Drive and Galbraith Drive.

F.06.04.05

Approved

See Recommendation OW-504-88 (P. Mullin)

 Report dated December 2, 1988, from the Commissioner of Public Works in response to concerns raised by the residents of Lincoln Green Way, Robin Drive and Sevenoaks Drive over the volume and speed of traffic on these roads.

Origin and destination studies have identified that some motorists are using Lincoln Green Way/Robin Drive/Sevenoaks Drive as a through route. However, the total volume of vehicles on these roads is at an acceptable level based on engineering standards and the nature of the area. In addition, many of the through motorists are from adjacent subdivisions where no other convenient route is available. Since they would be considered local residents, then these motorists should be considered as legitimate throught traffic.

Vehicle speed studies did not identify any speeding problems on these roadways. Motorists tend to drive at a speed limit at which they feel comfortable based on adjacent land use and road conditions. These widening residential streets do not promote excessive speeding due to roadway geometrics.

All-way stops are warranted on Lincoln Green Way and Fowler Drive, and Lincoln Green Way and Robin Drive. However, implementing an all-way stop on Lincoln Green Way and Robin Drive would cause serious operational problems and probably reduce the level of safety at this intersection.

RECOMMENDATION:

- (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to implement an all-way stop at the intersection of Lincoln Green Way and Fowler Drive.
- (b) That an all-way stop not be implemented at the intersection of Lincoln Green Way and Robin Drive.
- (c) That the Public Works Department continue to monitor the traffic operational characteristics on Lincoln Green Way, Robin Drive and Sevenoaks Drive and report back to the Operations and Works Committee in the Fall of 1989 with respect to any changes in traffic operations.

Operations/Works

- 15 -

December 14, 1988

At the request of Councillor Lane this report was referred back to Staff for further discussion.

F.06.04.01 F.06.04.10

Deferred

See Recommendation OW-505-88 (D. Culham)

22. Report dated November 16, 1988, from the Commissioner of Public Works regarding a proposed street name for Wimpey Subdivision which was approved by the Region of Peel Street Names Committee.

RECOMMENDATION:

That the name "Violet" be approved as a street name for the Wimpey Subdivision (T-87039 - located east of Rathkeale Road/north of Highway 403).

T-87909

Approved

See Recommendation DW-506-88 (N. Iannicca)

23. Report dated November 25, 1988, from the Commissioner of Public Works regarding a renewal of the bingo licenses to those charitable organizations that conduct Municipal Bingo Lottery events at the Bingo City Hall, 60 Dundas Street East.

RECOMMENDATION:

That Bingo Lottery Licenses be issued to the omanizations listed on Exhibit "A" attached to the report dated November 25, 1988, from the Commissioner of Public Works to conduct bingo events at Bingo City Hall, 60 Dundas Street East on the days and times indicated during 1989.

L.02.02

Approved

See Recommendation OW-507-88 (P. Mullin)

Report dated November 25, 1988, from the Commissioner of Public Works regarding a renewal of the bingo licenses to those organizations that conduct Municipal Bingo Lottery events at the DEIta Bingo Hall, 1250 South Service Road.

RECOMMENDATION:

That Bingo Lottery Licenses be issued to the organizations listed on Exhibit "A" attached to the report dated November 25, 1988, from the Commissioner of Public Works to conduct bingo events at Delta Bingo Hall, 1250 South Service Road, on the days and times indicated during 1989.

L.02.02

Approved

See Recommendation OW-507-88 (D. Culham)

Report dated November 30, 1988, from the Commissioner of Public Works with respect to an application for a Provincial Bingo Lottery License from The Sunshine Foundation of Canada (Peel Chapter) to operate a special bingo event at the International Centre on Sunday, January 22, 1988, between the hours of 1:00 p.m. and 5:00 p.m.

RECOMMENDATION:

That the Lottery Licensing Branch of the Ministry of Consumer and Commercial Relations be advised that the City of Mississauga has no objection to the issuance of a Special Bingo License to The Sunshine Foundation of Canada (Peel Chapter) to operate a bingo event at the International Centre on Sunday, January 22, 1988, between the hours of 1:00 p.m. and 5:00 p.m.

L.02.02

Approved

See Recommendation DW-508-88 (D. Culham)

27. Report dated November 21, 1988, from the City Solicitor in response to the request that the Legal Department review the recommendation that the Handicapped parking By-law be changed to authorize the towing of illegally parked vehicles.

It is concluded that there is authority to provide for the towing of cars from handicapped parking areas; however, there are concerns regarding the proposal which are outlined in the report.

CITY MANAGER'S RECOMMENDATION:

That no action be taken to provide for the towing of vehicles illegally parked in designated handicapped parking spaces.

F.06.01.02

Approved

See Recommendation OW-510-88 (F. Dale)

Report dated December 8, 1988, from the City Clerk regarding the sale of surplus City owned lands to the abutting land owners on Theodore Drive. Prior to completion of the transactions and in order to secure the Region's interest in a sanitary sewer located on the lands a Transfer of Easement from the City to the Region must be registered.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Transfer of Easement to the City of Mississauga for sanitary sewers for lands described as Part of Block A, Registered Plan 529, designated as Parts 1 and 2, Plan 43R-16093 (Theodore Drive).

E.02.02.21

Approved
See Recommendation OW-511-88 (N. Iannicca)

29. Report dated October 13, 1988, from the City Clerk regarding the proposed conveyance of a watermain easement to the Regional Municipality of Peel over part of closed out Mill Street by By-law 1045-86.

The City in the course of the closure of part of Mill Street, immediately south of Main Street, advised by general circulation all concerned utilities and the Regional Municipality of Peel if they had any interest to be protected by easement.

A response was received from the Regional Municipality of Peel expressing that they wished to have a watermain valve protected by easement, in support of which the appropriate documentation was prepared. The Public Works Department have reviewed and approved the easement to be granted to the Regional Municipality of Peel.

RECOMMENDATION:

That a by-law be enacted authorizing execution of a permanent easement to the Regional Municipality of Peel over the closed out part of Mill Street by By-law 1045-86, Registered as Instrument number 777656.

F.02.03.12

Approved
See Recommendation OW-512-88 (P. Mullin)

30. Report dated November 10, 1988, from the City Clerk regarding a Quit Claim of a Temporary Working Easement in favour of Mayvon Investments Limited described as Parts 2, 3 and 9 on Plan 43R-6370.

The City acquired for storm sewer purposes a permanent easement on the west limit of Second Line East (Tomken Road) described as Parts 1 and 10 and a temporary working easement described as Parts 2, 3 and 9 on Plan 43R-6370. These easements were conveyed to the City by Instrument Number 547523, registered May 5, 1980. Mayvon Investments Limited, the owners of the property subject to the described easements are presently arranging a Mortgage through the Bank of Nova Scotia and have requested the City to provide a release and quit claim of the City's interest in the temporary working easement.

The request has been reviewed and approved by the Public Works Department.

RECOMMENDATION:

That a by-Law be enacted authorizing execution of a Quit Claim in favour of Mayvon Investments Limited of the temporary easement designated in Instrument Number 547523 and described as Parts 2, 3 and 9 on Plan 43R-6370 (Second Line East - Tomken Road).

B.06.02

Approved
See Recommendation OW-513-88 (F. Dale)

Report dated November 29, 1988, from the City Clerk regarding the conveyance of Permanent Easement to the City of Mississauga for Ontario Hydro over Part of Lot 9, Concession I, East of Hurontario Street, Parts 2, 3 and 6, Plan 43R-15639.

As a condition of registration of subdivision T-87003 being developed by Gottardo Properties, the City is to acquire from Ontario Hydro an external storm sewer easement west of Kennedy Road described as Parts 2, 3 and 6 on Plan 43R-15639. The funding for the acquisition in the amount of \$5,830.00 has been provided by the developer.

The location of the permanent easement to be conveyed to the City has been reviewed and approved by the Public Works Department.

RECOMMENDATION:

That a by-Law be enacted authorizing execution and acceptance by the City of a conveyance of a permanent easement from Ontario Hydro to the City of Mississauga over part of Lot 9, Concession I, East of Hurontario Street, designated as Parts 2, 3 and 6 on Plan 43R-15639 (Kennedy Road).

T-87003

Approved
See Recommendation OW-514-88 (D. Culham)

Report dated November 29, 1988, from the City Clerk regarding the proposed conveyance of a utility easement to Hydro Mississauga over part of closed out Needham Lane by By-law 95-88.

The City in the course of the closure of part of Needham Lane within Part of Lot 11, Concession 1, South of Dundas Street advised by general circulation all the concerned utilities if they had any interest to be protected by easement.

Hydro Mississauga advised that they wished to have their overhead hydro pole line protected by easement in support of which they submitted the appropriate documentation. The easement is described as Part 2 on Plan 43R-16268. The Public Works Department have reviewed this matter and concur with the proposed grant of easement to Hydro Mississauga.

RECOMMENDATION:

That a by-law be enacted authorizing execution of a permanent easement to the Mississauga Hydro-Electric Commission over closed out part of Needham Lane by By-law 95-88 and described as Part 2 on Plan 43R-12628.

E.02.02.02.37

Approved
See Recommendation OW-515-88 (P. Mullin)

 Report dated November 29, 1988, from the City Clerk regarding an encroachment by the Peel Board of Education on City property.

In the 1967-68 period the Peel Board of Education unknowingly constructed Dolphin Public School partially on lands owned by the Town of Streetsville. The property was originally acquired gratuitously in 1948 by the Village of Streetsville for the intended purpose of extending Rutledge Road. In the course of time this extension was found not to be necessary or desirable because of alternate development in the area.

As a result of recent survey work associated with the reconstruction of William Street the encroachment problem became known to the City and the Peel Board of Education who requested the lands be conveyed in order to clear title.

The Clerk's, Legal and Public Works Departments have reviewed the matter and have no objections in recommending the conveyance of the encroached lands.

RECOMMENDATION:

That a by-Law be enacted authorizing execution of a Deed of Land to the Peel Board of Education over part of the East Half of Lot 5, Concession 5, West of Hurontario Street, described as Part 1 on reference plan 43R-15950 (Dolphin Public School - William Street Improvement Project).

J.05.85016

Approved
See Recommendation OW-516-88 (P. Mullin)

Report dated December 7, 1988, from the City Clerk regarding the Storm Sewer Undercrossing the Canadian National Railway right-of-way between Troy Street and Queen Street.

In 1962 a Pipe Crossing Agreement was entered into by the then County of Peel and the C.N.R. Co. to permit a sanitary and storm sewer undercrossing the C.N.R. right of way between Troy Street and Queen Street.

The agreement was recently renewed for a period of 10 years commencing December 1, 1987.

Since the storm sewer falls under the jurisdiction of the City, the Region of Peel requested the City participate in the annual payments which amount to \$27.00 per year. In order to facilitate the administration of this agreement, a separate document between the City and C.N.R. has been prepared.

The terms and conditions of the agreement were reviewed and approved by the Public Works Department.

RECOMMENDATION:

That a by-law be enacted authorizing execution of a "Pipe Crossing Agreement" dated January 29, 1988 between the City of Mississauga and the Canadian National Railway Company.

E.04.02.02.15

Approved

See Recommendation OW-517-88 (P. Mullin)

35. Report 8-88 of the Traffic Safety Council meeting held on November 30, 1988.

A.03.04.11.02

Approved

See Recommendations OW-520-88 to OW-535-88 (D. Culham)

36. Report dated November 14, 1988, from the Commissioner of Public Works regarding the shortage of crossing guards.

This report was considered by the Traffic Safety Council on November 30, 1988, and the following recommendation approved:

(a) That the report dated November 14, 1988 from the Commissioner of Public Works providing an update on the shortage of crossing guards, be received for information, and a copy of the report be forwarded to the Operations and Works Committee for the Committee's information.

(b) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board, be requested to make all School Principals in the City of Mississauga aware of the present shortage of Crossing Guards, and to request School Principals to make parents aware that there may be a Crossing Guard shortage in their area, and that parents be requested to educate their children on how to cross the street safely, in the absence of a Crossing Guard.

Members of Committee discussed the issue in detail and ways and means of solving the problem. Staff were requested to monitor the situation regularly and contact the school boards to relay the concerns and frustrations of the crossing guards.

F.06.03.02

Approved
See Recommendation OW-518-88 (D. Culham)

37. Public Vehicle Authority Report 1-88 of November 17, 988.

A.03.04.01

Approved
See Recommendation OW-536-88 to OW-543-88 (D. Culham)

On verbal motion, the Committee moved in camera at 10:15 a.m. The Committee moved out of camera a 10:15 a.m. The following Recommendation OW-519-88 was approved while Committee was in camera:

OW-519-88 That the City owned surplus property (Perran Drive) described as part of Lots 40 and 41, Registered Plan 396 be conveyed to the abutting property owners, Eldershire Place Inc. as a condition of draft approval for Plan of Subdivision T-86050 for the sum of \$250,000.00.

Recommendtions:

As per Report 21-88

Adjournment:

10:15 a.m.

DECEMBER 14, 1988

THE OPERATIONS AND WORKS COMMITTEE

REPORT 21-88

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its twenty-first report and recommends:

OW-485-88 That the report dated December 2, 1988, from the Commissioner of Public Works recommending that Petro-Canada Products' request for exemption from the payment of monies for a future sidewalk on North Sheridan Way in connection with Site Plan Application SP-227/88W at 2489 North Sheridan Way be denied, be referred to the next meeting of the Operations and Works Committee scheduled for January 4, 1989.

SP 227-88 (OW-485-88)

OW-486-88 That the report dated December 5, 1988, from the Transit General Manager providing the 1988 Transit Department Eleven Month Review, be received for information.

D.01.04 (OW-486-88)

OW-487-88 That the budget (including 31 new staff positions) to implement service improvements on March 20, 1988, as outlined in Appendix A to the report dated December 5, 1988, from the Transit General Manager, be approved and that the Transit General Manager take the necessary steps to implement these system improvements to go into effect March 20, 1989.

D.01.04 (OW-487-88)

OW-488-88 That the City of Mississauga undertake the sale of blue recycling boxes on a trial basis at \$9.00/box and that the program be re-evaluated when the first 500 have been depleted.

F.05.04.05(A) (OW-488-88)

OW-489-88 That the Ministry of Transportation be requested

- (a) to expedite the current project for the construction of Highway 401/410 connections such that
 - the construction of the Highways 403/410 connection can be tendered in 1989 instead of the currently planned 1990; and
 - the construction of the Highway 401 core lanes from just east to just west of Highways 403/410 can be tendered in 1990 instead of the currently planned 1991.
- (b) to review the timing of the reconstruction of the Highway 401/Hurontario Street interchange and the extension of the Highways 403/410 and to program these works immediately after the Highway 401/403/410 interchange works are completed, and
- (c) to install traffic signals at the Highway 410/Courtneypark Drive ramp terminal in conjunction with the opening of the ramp to traffic.

A.02.03.02.25 (OW-489-88)

OW-490-88 That a credit in the amount of \$100,000.00 in the Major Watercourse Improvement Levy be afforded to the Kee Group Inc. for their proposed residential development T-86009 located north of Eglinton Avenue West and west of McLaughlin Road.

T-86009 (OW-490-88)

OW-491-88 That with respect to the 2.0 metre high acoustical fence on Lot 277 and Block 307, required under the Servicing Agreement for Plan 43M-578, Huron Heights Subdivision, located south of Eglinton Avenue East and east of Hurontario Street that the City construct these works at an estimated cost of \$17,500.00 and that the City Treasurer be authorized to draw on the Letter of Credit (current value \$1,075,600.00) securing the Servicing Agreement for Plan 43M-578, to defray the actual costs incurred by the City.

M-578 (OW-491-88)

OW-492-88 That with respect to the 2.0 metre high acoustical fence on Lot 1, required under the Servicing Agreement for Plan 43M-622, Kaneff Residential Subdivision, Phase 2, located south of Eglinton Avenue East and west of Central Parkway East that the City construct these works at an estimated cost of \$25,000.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit (current value \$237,808.70) securing the Servicing Agreement for Plan 43M-622, to defray the actual costs incurred by the City.

M-622 (OW-492-88)

- OW-493-88 (a) That The City of Mississauga assume the municipal works as constructed by the developer under the terms of the the Servicing Agreement for Craigmount Construction Limited, Registered Plan 43M-570, located north of Burnhamthorpe Road East and east of Meadows Blvd.
 - (b) That the City Treasurer be authorized to return the Letters of Credit securing the Servicing Agreement for Registered Plan 43M-570 (currently valued at \$52,405.10 and 1,572.70) to the developer (Craigmount Construction Ltd).
 - (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-570 as public highway and part of the municipal system of the City of Mississauga.

M-570 (OW-493-88)

- OW-494-88 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Indialantic Enterprises Limited Pengilley Place, Registered Plan 43M-610, located north of Lakeshore Road West and east of Clarkson Road North.
 - (b) That the Letter of Credit securing the Servicing Agreement for Plan 43M-610 currently valued at \$50,939.78 be returned to the developer Indialantic Enterprises Limited.
 - (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-610 as public highway and part of the municipal system of the City of Mississauga.

M-610 (OW-494-88)

OW-495-88 That notwithstanding the requirements of the Servicing Agreement for Hesport Subdivision Plan 43M-707 (located north of Burnhamthorpe Road East/east of Golden Orchard Drive), that the 1.5 m sidewalk not be constructed on the north side of Sugar Maple Court on condition that the Developer pay to the City the cash-in-lieu equivalent of the cost of the sidewalk construction.

M-707 (OW-495-88)

OW-496-88 That the reconstruction of Atwater Avenue from Haig Boulevard and the Lakeview Golf Course to a residential curb and gutter section be considered for inclusion in the 1989 Asphalt Resurfacing Program.

F.02.01 (OW-496-88)

OW-497-88 That the extension of the Seaview Drive from Winston Churchill Blvd to Bushland Crescent across Lot 28 R.P. 641 be maintained until such time as Bushland Crescent can be extended to Stockholm Road.

T-85018 F.02.03 (OW-497-88) OW-498-88 That the report dated November 22, 1988, from the Commissioner of Public Works regarding Traffic Concerns on Perran Drive be referred back to Staff and the Area Representative, Councillor D. Lane, for further discussion.

F.06.04.10 (OW-498-88)

OW-499-88 That all-way stops not be implemented along Bristol Road West since volume warrants would not be satisfied and current traffic conditions would be considered acceptable.

F.06.04.05 (OW-499-88)

OW-500-88 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish the designation of through highways within the following plans of subdivision:

PLAN NO:	STREET:	Z-AREA:
43M 723	Blackfoot Trail	Z-37
43M 782	Bristol Road East	Z-36
43M 791	Ceremonial Drive	Z-36 Z-37
43M 782	Clansman Trail	
43M 791	Constellation Drive	Z-36
43M 793	Explorer Drive	Z-37
43M 804	Fleur-De-Lis Court	Z-34
43M 790	Galaxy Court	Z-37
43M 791	Guildwood Way	Z-37
43M 788	Grossbeak Drive	Z-37
43M 768	Highbrook Avenue	Z-56
43M 731	Huntingfield Drive	Z-38
43M 767	Invergordon Lane	Z-37
43M 803	Lafayette Drive	Z-38
43M 777	Macedonia Crescent	Z-37
43M 793	Matheson Boulevard East	Z-22
43M 787	Nahani Way	Z-34
43M 759	Old Castle Crescent	Z-36
43M 788	Osprey Boulevard	Z-38
43M 788	Prairie Circle	Z-56
43M 777	Riel Drive	Z-56
43M 769	River Grove Avenue	Z-22
43M 759	Riverside Place	Z-38
43M 770	Rolling Valley Drive	Z-38
43M 803	Roselaire Drive	Z-32
43M 793	Satellite Drive	Z-37
43M-804	Spangler Drive	Z-34
43M 791	Sunray Drive	Z-37
43M 782	Thornwood Drive	Z-37
43M 782	Trailwood Drive	Z-36
43M 788	Waxwing Drive	Z-36
43M 780	Willow Way	Z-56 Z-38

F.06.04.02 (OW-500-88) OW-501-88 That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides through the road curve on Muir Road between a point 90 metres south of Dormer Street and a point 85 metres south-easterly thereof.

F.06.04.02 (OW-501-88)

OW-502-88 That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Watline Avenue and Whittle Road, as warrants have been met.

F.06.04.05 (OW-502-88)

OW-503-88 That a by-law be enacted to amend By-law 444-79, as amended, to implement a reduction in the posted speed from 80 km/hr to 60 km/hr on Hurontario Street between Eglinton Avenue and Britannia Road.

F.06.04.10 (OW-503-88)

OW-504-88 That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Loyalist Drive and Galbraith Drive.

F.06.04.05 (OW-504-88)

OW-505-88 That the report dated December 2, 1988, regarding traffic concerns in the Lincoln Green Way/Robin Drive/Sevenoaks Drive area be referred back to Staff and the Area Representative, Councillor D. Lane, for further discussion.

F.06.04.01 F.06.04.10 (OW-505-88)

OW-506-88 That the name "Violet" be approved as a street name for the Wimpey Subdivision (T-87039 - located east of Rathkeale Road/north of Highway 403).

T-87039 (OW-506-88)

OW-507-88 That Bingo Lottery Licenses be issued to the organizations listed on Exhibit "A" attached to the report dated November 25, 1988, from the Commissioner of Public Works to conduct bingo events at Bingo City Hall, 60 Dundas Street East on the days and times indicated during 1989.

L.02.02 (OW-507-88) OW-508-88 That Bingo Lottery Licenses be issued to the organizations listed on Exhibit "A" attached to the report dated November 25, 1988, from the Commissioner of Public Works to conduct bingo events at Delta Bingo Hall, 1250 South Service Road, on the days and times indicated during 1989.

L.02.02 (OW-508-88)

OW-509-88 That the Lottery Licensing Branch of the Ministry of Consumer and Commercial Relations be advised that the City of Mississauga has no objection to the issuance of a Special Bingo License to The Sunshine Foundation of Canada (Peel Chapter) to operate a bingo event at the International Centre on Sunday, January 22, 1988, between the hours of 1:00 p.m. and 5:00 p.m.

L.02.02 (OW-509-88)

OW-510-88 That no action be taken to provide for the towing of vehicles illegally parked in designated handicapped parking spaces.

F.06.01.02 (OW-510-88)

OW-511-88 That a by-law be enacted to authorize execution of the Transfer of Easement to the City of Mississauga for sanitary sewers for lands described as Part of Block A, Registered Plan 529, designated as Parts 1 and 2, Plan 43R-16093 (Theodore Drive).

E.02.02.21 (OW-511-88)

OW-512-88 That a by-law be enacted authorizing execution of a permanent easement to the Regional Municipality of Peel over the closed out part of Mill Street by By-law 1045-86, Registered as Instrument number 777656.

F.02.03.12 (OW-512-88)

OW-513-88 That a by-law be enacted authorizing execution of a Quit Claim in favour of Mayvon Investments Limited of the temporary easement designated in Instrument Number 547523 and described as Parts 2, 3 and 9 on Plan 43R-6370 (Second Line East - Tomken Road).

B.06.02 (OW-513-88) OW-514-88 That a by-law be enacted authorizing execution and acceptance by the City of a conveyance of a permanent easement from Ontario Hydro to the City of Mississauga over part of Lot 9, Concession I, East of Hurontario Street, designated as Parts 2, 3 and 6 on Plan 43R-15639 (Kennedy Road).

T-87003 (OW-514-88)

OW-515-88 That a by-law be enacted authorizing execution of a permanent easement to the Mississauga Hydro-Electric Commission over closed out part of Needham Lane by By-law 95-88 and described as Part 2 on Plan 43R-12628.

E.02.02.02.37 (OW-515-88)

OW-516-88 That a by-law be enacted authorizing execution of a Deed of Land to the Peel Board of Education over part of the East Half of Lot 5, Concession 5, West of Hurontario Street, described as Part 1 on reference plan 43R-15950 (Dolphin Public School - William Street Improvement Project).

J.05.85016 (OW-516-88)

OW-517-88 That a by-law be enacted authorizing execution of a "Pipe Crossing Agreement" dated January 29, 1988 between the City of Mississauga and the Canadian National Railway Company.

E.04.02.02.15 (OW-517-88)

- OW-518-88 (a) That the report dated November 14, 1988 from the Commissioner of Public Works which was considered by the Traffic Safety Council at its meeting on November 30, 1988, providing an update on the shortage of crossing guards, be received for information.
 - (b) That Public Works Staff be directed to meet with the Senior Administrative Staff at the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board to coordinate the relationship between the School Crossing Guards and the School Principals.

F.06.03.02 (OW-518-88)

OW-519-88 That the City owned surplus property (Perran Drive) described as part of Lots 40 and 41, Registered Plan 396 be conveyed to the abutting property owners, Eldershire Place Inc. as a condition of draft approval for Plan of Subdivision T-86050 for the sum of \$250,000.00.

T-86050 (OW-519-88)

- OW-520-88 a) That the Principal of Maple Wood Public School be requested to direct parents to have the children cross at the northwest corner of Montevideo Road and Derry Road.
 - b) That the Public Works Department and the Recreation and Parks
 Department be required to investigate all pedestrian overpasses in the
 City to determine if steps can be erected to make the overpasses more
 accessible.
 - c) That the Public Works Department, Region of Peel, be requested to investigate the timing of the pedestrian walk light at Copenhagen Road and Derry Road, to determine if it could be lengthened.
 - d) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to reinspect the area of Derry Road and Montevideo Road and Copenhagen Road, to determine if a Crossing Guard is warranted.

F.06.03.02 (TSC-86-8-88)

- OW-521-88 a) That the Public Works Department be requested to implement a 40 km. speed zone in front of St. Elizabeth Seton Separate School, 6133 Glen Erin Drive.
 - b) That a 'School Crossing Ahead' sign be placed north of the intersection of Inlake Court and Glen Erin Drive, for the southbound traffic.
 - c) That white lines be painted east and west across Glen Erin Drive at the intersection of Glen Erin Drive and Inlake Court on the south side of Inlake Court
 - d) That white lines be painted north and south to cross Inlake Court on the east side.
 - d) That the Recreation and Parks Department and the Public Works
 Department be requested to carry out the necessary works to clean up
 the underpass in the Glen Erin Drive, Inlake Court area.
 - e) That the Public Works Department conduct a study at Inlake Court and Glen Erin Drive to determine if warrants are met for either stop signs or traffic lights.
 - f) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to reinspect Inlake Court and Glen Erin Drive, to determine if warrants are met for a Crossing Guard.
 - g) That the Public Works Department prepare a report to the Traffic Safety Council setting out the policy for the implementation of 40 km. speed zones in front of elementary schools within the City of Mississauga.

F.06.03.02 (TSC-87-8-88)

- OW-522-88 (a) That the children attending Brookmede Public School and Pierre Laport Separate School be instructed to use the underpass in the area of The Collegeway and Hornbeam Crescent.
 - (b) That the Recreation and Parks Department be requested to repair the lights in the underpass in the area of The Collegeway and Hornbeam Crescent.
 - (c) That a warning sign indicating 'Children Crossing Ahead' be placed at the bend on the Collegeway for west bound traffic, and that the Public Works Department prepare a report to the Traffic Safety Council regarding the proposal that a caution light be placed on the 'Children Crossing Ahead' sign.
 - (d) That the Public Affairs Department be asked to work in conjunction with the Peel Regional Police to produce pamphlets regarding 'Safety In Underpasses', and that consideration also be given to the production of posters regarding 'Safety In Underpasses'.

F.06.03.02 (TSC-88-8-88)

OW-523-88 That a Crossing Guard not be placed on Willowbank Trail in front of St. Vincent de Paul Separate School, 665 Willowbank Trail, as warrants are not met.

F.06.03.02 TSC-89-8-88)

- OW-524-88 (a) That a Crossing Guard not be placed on Windwood Drive between Tours Road and Andorra Circle, as warrants are not met.
 - (b) That the Public Works Department be requested to erect an additional 'School Crossing' sign eastbound on Windwood Drive.

F.06.03.02 (TSC-90-8-88)

OW-525-88 That a Crossing Guard not be placed at Main Street and Church Street in Streetsville, as warrants are not met.

F.06.03.02 (TSC-91-8-88)

- OW-526-88 (a) That a Crossing Guard not be placed at the intersection of The Chase and The Gallops, as warrants are not met.
 - (b) That speed limit signs be erected on The Chase in the area of Sedgefield Road and The Gallops.

F.06.03.02 (TSC-92-8-88) OW-527-88 That a second adult crossing guard be hired and placed at the intersection of Lakeshore Road West and John Street in the interest of the safety of the school children and the existing Crossing Guard.

F.06.03.02 (TSC-93-8-88)

- OW-528-88 (a) That the school bus loading zone on Golden Orchard Drive at Burnhamthorpe Public School, 3465 Golden Orchard Drive remain as is.
 - (b) That expansion of the school bus loading zone at Burnhamthorpe Public School, 3465 Golden Orchard Drive, or the construction of on-site bus facilities not be pursued at this time.

F.06.03.02 (TSC-94-8-88)

OW-529-88 That the letter dated November 23, 1988, from T. G. Howe, Regional Business Officer, Peel Board of Education, regarding the removal of the Crossing Guard, Eglinton Avenue and Heritage Hills Drive, be received for information.

F.06.03.02 (TSC-95-8-88)

OW-530-88 That the request dated November 4, 1988, from Mr. J. R. McDonald, Vice-Principal, St. Thomas More School, 3270 Tomken Road, asking that St. Thomas More School be approved to take part in the School Bus Patrollers Program, be approved.

F.06.03.02 (TSC-96-8-88)

- OW-531-88 (a) That a Crossing Guard be placed at Park Street East and Rosewood Avenue, as warrants are met.
 - (b) That the Public Works Department be requested to institute 'No Stopping' signs on the east side of Rosewood Avenue.
 - (c) That the Public Works Department be requested to review the possibility of an advance green light at the intersection of Hurontario Street and Park Street for morning operation.
 - (d) That the Principal of Forest Avenue Public School be requested to direct parents to drop off and pick up their children on Forest Avenue, in front of the school.

F.06.03.02 (TSC-97-8-88) OW-532-88 That a Crossing Guard not be placed at Havenwood Drive and Haven Glenn, as warrants are not met.

F.06.03.02 (TSC-98-8-88)

OW-533-88 That a Crossing Guard not be placed at Vanderbilt Road and Danton Promenade, as warrants are not met.

F.06.03.02 (TSC-99-8-88)

OW-534-88 That the memo dated November 22, 1988, from William P. Taylor, Commissioner of Public Works, regarding the shortage of a Crossing Guard at Paisley Boulevard and Stillmeadow Road, be received for information.

> F.06.03.02 (TSC-100-8-88)

- OW-535-88 (a) That the report dated November 14, 1988 from the Commissioner of Public Works providing an update on the shortage of crossing guards, be received for information, and a copy of the report be forwarded to the Operations and Works Committee for the Committee's information.
 - (b) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board, be requested to make all School Principals in the City of Mississauga aware of the present shortage of Crossing Guards, and to request School Principals to make parents aware that there may be a Crossing Guard shortage in their area, and that parents be requested to educate their children on how to cross the street safely, in the absence of a Crossing Guard.

F.06.03.02 (TSC-101-8-88)

- OW-536-88 That Mr. James H. Zardo be advised that his proposal for a hotel van shuttle service between Pearson International Airport and the City of Mississauga, is not currently permitted under Public Vehicle Licensing By-Law 697-84, as amended, and that the following information is required prior to further consideration of this request:
 - letters of support and acceptance for his proposed service from the management of the hotels.
 - (b) a more detailed proposal showing routes to be used and times of service.
 - (c) written authorization from Transport Canada to operate out of Pearson International Airport should the proposed service be approved by City of Mississauga.
 - (d) the number of vans to be licensed for this service.
 - (e) the number of existing vans that will be reduced at the hotel level by the provision of this service.

L.08.03 (PVA-64-10-88) OW-537-88 That the Legal Department be requested to draft amendments to Schedules 3 and 4 of By-Law 697-84, as amended, to reflect the proposed increases to the respective flat rate tariffs for Taxicabs and Airport Public Transportation Vehicles in the City of Mississauga, as set out in the November 3, 1988, report of William P. Taylor, Commissioner of Public Works, and as amended by the Public Vehicle Authority on November 17, 1988.

L.08.02 (PVA-65-10-88)

OW-538-88 That the new tariff rates for Taxicabs and Airport Public Transportation Vehicles (A.P.T.V.) become effective on the day of passing of the amending by-law to By-law 697-84, as amended, setting out the approved increases to the respective flat rate tariffs for Taxicabs and Airport Public Transportation Vehicles in the City of Mississauga.

L.08.02 (PVA-66-10-88)

OW-539-88 That the letter dated September 28, 1988, from Mr. T. J. Labella regarding his proposed Airport Shuttle Service, be received for information.

L.08.03 (PVA-67-10-88)

OW-540-88 That the letter dated October 24, 1988, from F. Clifford, Airport Taxicab Association, regarding plans of Transport Canada to increase permit concession fees for taxicabs at Pearson International Airport, be received for information.

L.08.02 (PVA-68-10-88)

OW-541-88 That the letter dated October 19, 1988, from Bruce Mortensen, Vice-Chairman of the Public Vehicle Authority to Staff Sergeant Barry Brown, Peel Regional Police, regarding several unsuccessful attempts by the Taxis on Patrol Subcommittee of the Public Vehicle Authority to contact the Peel Regional Police regarding the implementation of the Taxis on Patrol Program in the City of Mississauga, be received for information.

L.08.04.07 (PVA-69-10-88)

OW-542-88 That the Public Works Department request the assistance of Peel Social Services in making contact with groups of people that would be users of the accessible taxi service, with a view to their providing the Public Vehicle Authority with informal input as to the quality and nature of the service over the first year of implementation.

L.08.04.05 (PVA-70-10-88) OW-543-88 That the letter dated October 10, 1988, from Inspector K. M. St. Clair, Operations Officer, Toronto Lester B. Pearson International Airport Detachment, Royal Canadian Mounted Police, regarding the "Policing and Security" services performed at designated Canadian Airports under the terms of the "Memorandum of Agreement" (MOA) between the R.C.M.P. and Transport Canada, be deferred to a future meeting of the Public Vehicle Authority, when all requested reports with regard to this matter have been received.

L.08.04.03 L.08.04.06 (PVA-71-10-88)